The Hongkong Telegraph.

ESTABLISHED 1881.

NEW SERIES No. 1221. 日八十月四年五十二緒光 SATURDAY, MAY 27, 1899. 禮拜六 香港英五月廿七號 THIRTY DOLLARS PER ANNUM.

THE UNITED ASBESTOS ORIENTAL AGENCY, LTD.
Sole Agents for the UNITED ASBESTOS COMPANY, LTD., LONDON.
DODWELL & CO., LIMITED, General Agents.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

SUBSCRIBED CAPITAL.....Yen 12,000,000
PAID-UP CAPITAL.....10,500,000
RESERVE FUND.....7,300,000

Head Office:—YOKOHAMA.

Branches and Agencies:

KOBE. NEW YORK.
LONDON. LYONS.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARRS' BANK, LD.
THE UNION BANK OF LONDON, LD.

HONGKONG AGENCY:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.
" 6 " 4 "
" 3 " 3 "

S. CHOH,
Agent.

Hongkong, 7th April, 1899. [382

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital.....£1,000,000
Paid up Capital.....£ 324,374

HEAD OFFICE:—HONGKONG.

Board of Directors:—
E. Burnie, Esq. | D. Gillies, Esq.
Chan Kit Shan, Esq. | Kwan Hoi Chuen, Esq.
Chow Tung Shang, Esq. | J. T. Lauts, Esq.

Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed .....5 %
Hongkong, 24th March, 1898. [8

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$10,000,000
RESERVE FUND.....$10,000,000
RESERVE LIABILITY OF PROP'TORS. $10,000,000

COURT OF DIRECTORS:
R. M. GRAY, Esq., Chairman.
N. A. SIEBS, Esq., Deputy Chairman.
E. Goetz, Esq.,
A. Haupt, Esq. | A. J. Raymond, Esq.
R. H. Hill, Esq. | P. Sachse, Esq.
The Hon. J. J. Keswick. | E. Shellim, Esq.
A. McConachie, Esq. | R. Shewan, Esq.

CHIEF MANAGER:
Hongkong—T. JACKSON, Esq.

MANAGERS:
Shanghai—J. P. WADE GARDNER, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

T. JACKSON,
Chief Manager.

Hongkong, 3rd May, 1899. [9

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, 1st August, 1895. [10

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP.....£800,000
RESERVE LIABILITY OF SHAREHOLDERS.....£800,000
RESERVE FUND.....£500,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months.....4 per cent.
" " " 6 " .....3½ "
" " " 3 " .....2½ "

T. H. WHITEHEAD,
Manager, Hongkong.

Hongkong, 20th May, 1898. [31

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

Shanghai Taels.
SUBSCRIBED CAPITAL.....5,000,000
PAID-UP CAPITAL.....2,500,000

Head Office:—SHANGHAI.

Branches and Agencies:

CANTON. HANKOW.
CHEFOO. PEKING.
CHINKIANG. SWATOW.
FOOCHOW. TIENTSIN.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS:
3 % per Annum, Fixed Deposits for 3 months.
4 % " " 6 "
5 % " " 12 "

W. S. GITTER,
Acting Manager.

Hongkong, 14th October, 1898. [1237

Intimations.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

(:o:)

FOR	STEAMERS	CAPTAINS	TO SAIL.	REMARKS
LONDON.....	*Java*	J. Chellew, R.N.R.....	About 1st June.....	Freight or Passage.
LONDON.....	*Ceylon*.....	C. L. Daniel	About 15th June ...	Freight or Passage.
JAPAN	*Socotra**	T. H. Hide, R.N.R.	About 19th June ...	Freight only.

* (Passing through the Inland Sea). † (See Special Advertisement).

For Further Particulars apply to

H. A. RITCHIE, Superintendent.

Hongkong, 26th May, 1899. [5

THE CLUB HOTEL, LIMITED.

:o:

No. 5-B, BUND, YOKOHAMA.

A FIRST-CLASS HOTEL Centrally situated, well furnished and supplied with excellent Cuisine and Good Wines.

The Company's Steam-launch attends the arrival and departure of all Mail Steamers.

Special attention paid to the Comfort of Visitors.

E. V. SIOEN, Manager,

Yokohama, 1st October, 1897. [36



Telephone 76.

COOLALTA BURGUNDY.

Per case 1 doz. quarts... ... ... $15
Per case 2 doz. pints $17

STRONGLY RECOMMENDED FOR INVALIDS.

CALDBECK, MACGREGOR & CO., *SOLE AGENTS.*

Hongkong, 25th May, 1899. [15

CLUB WHISKY IS THE BEST.

:o:

$12.00 ... ... PER DOZEN.

:o:

H. PRICE & Co.,
12, QUEEN'S ROAD.

Hongkong, 19th May, 1899. [20

HONGKONG HOTEL AND BOARDING ESTABLISHMENT.

RESIDENCE

On Monthly Terms from 1st May, 1899.

W. POWELL & CO.

Ex. S.S. "SHANGHAI."

NEW STOCK OF LADIES

TRIMMED & UNTRIMMED MILLINERY.

NEW FLOWERS, FEATHERS, LACES, RIBBONS &c., &c.

Hongkong, 30th March, 1899. [27

Intimations.

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

:o:

SOLE AGENTS IN

HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,

FOR THE

UNITED ASBESTOS CO., LD., LONDON,

CONTRACTORS TO H.M. GOVERNMENT.
MANUFACTURERS OF THE
Best Qualities of ASBESTOS GOODS and PACKINGS.
HYDRAULIC and SELF LUBRICATING PUMP PACKINGS of all kinds.
"VICTOR" METALLIC BOILER JOINTS.
ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.
ESTIMATES given for every DESCRIPTION of WORK.

SUPERINTENDENT.....THOS. SKINNER

27] DODWELL & CO., LIMITED, General Agents.

PEAK HOTEL AND CRAIGIEBURN.

THE PEAK HOTEL is situated at VICTORIA GAP, adjoining the TRAMWAY TERMINUS, 1,350 feet above sea Level.

CRAIGIEBURN is situated at PLUNKETT'S GAP, five minutes walk from the PEAK HOTEL.

Fine Healthy location, variety of beautiful scenery. Cool Southerly breezes in Summer with perfect protection against the North East Winds in Winter.

Well appointed rooms, attentive service and excellent Cuisine.

CITY OFFICE, 7, Duddell Street.

GEO. J. CASANOVA, Manager.

Hongkong, 4th January, 1899. [28

IMMUNITY FROM INFECTION.

A DEMAND HAS BEEN CREATED FOR
'ESSETS' FLUID
A PERFECT DISINFECTANT (NON-POISONOUS).

A SURE PREVENTIVE OF ALL KINDS OF CONTAGIOUS DISEASES.

SOLE AGENTS—WATKINS & CO.

Hongkong, 6th May, 1899. [14

THE PHARMACY.

HAVE NOW A LARGE ASSORTMENT OF ATKINSON'S PERFUMES AND ARE SOLE MANUFACTURERS OF

WHITE HEATHER BOUQUET.

Sole Agents for VIN PASTEUR the great French Nerve Tonic.

Also Sole Agents for the now well-known JAPANESE TABLE WATER

TANSAN.

FLETCHER & CO.
and
CARMICHAEL & CO.

23]

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTRY, DIARRHŒA, HEMORRHAGE and ULCERATION of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession.

Sold retail by all Chemists and Wholesale by

THE PETER SYS COMPANY,
(Proprietors and Sole Manufacturers),
9, Old China Street,
Shanghai.

12th October, 1898. [1242

VICTORIA RECREATION CLUB.

THE ANNUAL GENERAL MEETING will be held in the CLUB GYMNASIUM, on MONDAY, the 29th instant, at 5.15 P.M.

BUSINESS:—Adoption of Reports and Passing of Accounts.

W. S. BAILEY,
Hon. Secretary.

Hongkong, 22nd May, 1899. [691a

THE "STAR" FERRY COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE FIRST ORDINARY ANNUAL MEETING of SHAREHOLDERS in the above Company will be held at the COMPANY'S OFFICE, No. 4, Praya Central, at NOON, on TUESDAY, the 30th instant, for the purpose of receiving the Report of the Directors, with a Statement of Accounts to 30th April, 1899.

The TRANSFER BOOKS of the Company will be CLOSED from the 22nd to the 30th instant, both days inclusive.

EDWARD OSBORNE,
Secretary.

Hongkong, 19th May, 1899. [680a

NOTICE.

THE SECOND GYMKHANA MEETING of this SEASON will be held on the RACE COURSE, HAPPY VALLEY, on SATURDAY, the 17th June.

G. C. MOXON,
Hon. Sec.
Gymkhana.

Hongkong, 25th May, 1899. [706a

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LIMITED.

NOTICE.

A CERTIFICATE for 100 shares numbered 16972/17071 standing in the Register of this Company in the name of Miss ELLEN FARREL BROWN having been LOST. Notice is hereby given that a DUPLICATE CERTIFICATE for the said 100 shares will be issued one month hence, and that the ORIGINAL CERTIFICATE unless produced within that period will thereafter be held by the Company as null and void.

Per pro. SHEWAN, TOMES & CO.
ANTHONY BABINGTON,
General Manager.

Hongkong, 3rd May, 1899. [696

PROF. H. FRANKEL,

AMERICAN

SURGEON-CHIROPODIST.

UNDERTAKES to extract Corns, and to cure Warts, Bunions and Ingrowing Toe-nails.

TERMS MODERATE.

ADDRESS:—54-56 Queen's Road Central.

Hongkong, 1st May, 1899. [588a

FACILITIES FOR ICE AT KOWLOON.

THE HONGKONG ICE CO., LIMITED, having appointed me Agent for the sale of their ICE at KOWLOON, residents of that District are informed that Ice can now be had at my Store there, at HONGKONG RATES.

H. RUTTONJEE,
Elgin Street, Kowloon.

Hongkong, 3rd May, 1899. 610a

KUHN & KOMOR,

JAPANESE FINE ART CURIOS,

21 & 23, QUEEN'S ROAD, HONGKONG.
35, WATER STREET, YOKOHAMA
and
36, DIVISION STREET, KOBE.

Hongkong, 15th March, 1898. [42

CHS. J. GAUPP & CO.,

CHRONOMETER, WATCH, and CLOCK MAKERS JEWELLERS, SILVERSMITHS, and OPICIANS.
CHARTS and BOOKS.
NAUTICAL INSTRUMENTS,
Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition and for Voigtländer and Sohn's
CELEBRATED OPERA GLASSES,
MARINE GLASSES and SPYGLASSES.
Nos. 54 & 56, Queen's Road Central. [40

THE LEADING CATERERS.

COMPARE OUR

MENU. BILLIARD TABLES and LIQUORS (all others)

THE GRILL ROOM

Hongkong, 21st September, 1897. [50

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSEN & Co.

Hongkong, 28th May, 1895. [18

Masonic.

VICTORIA PRECEPTORY.

A REGULAR MEETING of the VICTORIA PRECEPTORY will be held at the FREEMASONS' HALL, on MONDAY, the 29th instant, at 8.30 for 9 P.M. precisely. Visiting Sir Knights are cordially invited to attend.

Hongkong, 22nd May, 1899. [690a

To be Let.

TO LET.

ROOMS with or without BOARD, in CENTRAL POSITION. Summer Rates.

"H.,"
c/o of this Office.

Hongkong, 17th May, 1899. [664a

TO LET.

WITH IMMEDIATE POSSESSION.

THE SECOND FLOOR of No. 7, QUEEN'S ROAD.

Apply to
E. D. SASSOON & CO.

Hongkong, 23rd May, 1899. [697a

TO LET.

OFFICE ROOMS on 1st floor of No. 4, Queen's Road, Central, (lately the IMPERIAL BANK OF CHINA).

Apply to
Compradore Office,
E. C. HOCHAPFEL,

Hongkong, 23rd March, 1899. [398a

TO LET.

SEMI-DETACHED VILLA RESIDENCES on Bowen Road (now in course of erection.)

PROPERTY lately occupied by the Bowrington Saw Mills.

"BAHAR LODGE," The Peak.

6, ORMSBY TERRACE,—Kowloon.

GROUND and 1ST FLOORS, 52, PEEL STREET.

OFFICES:—1st floor, No. 10, PRAYA CENTRAL. (Lately occupied by Messrs. MELCHERS & Co.)

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 18th May, 1899. [12

Hotel.

WINDSOR HOTEL,
HONGKONG.

STRICTLY FIRST CLASS.

PASSENGER ELEVATOR from ENTRANCE HALL to each floor. BOARD and LODGING.

MONTHLY RATES GIVEN NOW.

P. BOHM,
Proprietor & Manager.

Hongkong, 28th April, 1899. [12

THE MUTUAL STORES (SUB AGENTS LIPTON LIMITED.)

28, 28 & 30, POTTINGER STREET, HONGKONG.

JUST ARRIVED PER S.S. "AUSTRALIAN."

FRESH AUSTRALIAN CREAMERY BUTTER

ANOTHER LARGE CONSIGNMENT OF

50 CENTS per lb. [139

To-day's Advertisements.

IN THE MATTER OF ORDINANCE No. 2 OF 1892.

AND

IN THE MATTER OF THE PETITION OF THE DOE PORTABLE ELECTRIC LIGHT and POWER SYNDICATE LIMITED WHOSE REGISTERED OFFICE IS AT BROAD STREET HOUSE, OLD BROAD STREET IN THE CITY OF LONDON, ENGLAND, FOR LETTERS PATENT FOR "IMPROVEMENTS IN GALVANIC BATTERIES."

NOTICE is hereby given that the PETITION, DECLARATION and SPECIFICATION required herein by ORDINANCE No. 2 of 1892 have been duly filed in the Office of the Colonial Secretary of Hongkong, and that it is the intention of the said DOE PORTABLE ELECTRIC LIGHT and POWER SYNDICATE LIMITED by HENRY LARDNER DENNYS their duly authorized agent to apply at the Sitting of the Executive Council hereinafter mentioned for LETTERS PATENT for the exclusive use in Hongkong of the above Invention.

And Notice is also hereby given that a Sitting of the Executive Council before whom the matter of the Petition will come for decision will be held in the Council Chamber at the GOVERNMENT OFFICES, Victoria, Hongkong, on THURSDAY, the 8th day of June, 1899, at 11 of the clock in the forenoon.

Dated this 26th day of May, 1899.

H. L. DENNYS,
Solicitor for the applicant.

715a]

IN THE MATTER OF ORDINANCE No. 2 OF 1892,

AND

IN THE MATTER OF THE PETITION OF ADOLF VOGT OF LOTHRINGERSTRASSE VIENNA AUSTRIA FOR LETTERS PATENT FOR THE EXCLUSIVE USE WITHIN THE COLONY OF HONGKONG OF AN INVENTION FOR "IMPROVEMENTS IN THE MANUFACTURE OF ELECTRICAL RESISTANCES."

NOTICE is hereby given that the PETITION, SPECIFICATION, and DECLARATION required herein by ORDINANCE No. 2 of 1892 have been duly filed in the Office of the Colonial Secretary of Hongkong, and that it is the intention of the said ADOLF VOGT by HENRY LARDNER DENNYS of Victoria, Hongkong, his duly authorized agent, to apply at the Sitting of the Executive Council hereinafter mentioned for LETTERS PATENT for the exclusive use within the said Colony of Hongkong of the above Invention.

And Notice is also hereby also given that a Sitting of the Executive Council before whom the matter of the Petition will come for decision will be held in the Council Chamber at the GOVERNMENT OFFICES, Victoria, Hongkong, on THURSDAY, the 8th day of June, 1899, at 11 of the clock in the forenoon.

Dated the 26th day of May, 1899.

H. L. DENNYS,
Solicitor for the Applicant.

716a]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"CHELYDRA,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after Noon, the 30th instant, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,
General Manager.

Hongkong, 27th May, 1899. [712a

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"THALES,"

Captain Hall, will be despatched for the above Ports, on TUESDAY, the 30th instant, at 10 A.M.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 27th May, 1899. [714a

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"KIUKIANG,"

Captain Arnold, will be despatched as above on TUESDAY, the 30th instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 27th May, 1899. [713a

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's New Steamship

"DIAMANTE,"

Captain Tayler, will be despatched for the above port, on THURSDAY, the 1st June, at 4 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.

For Freight or Passage, apply to

SHEWAN, TOMES & Co.,
General Manager.

Hongkong, 27th May, 1899. [717a

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"CHELYDRA,"

Captain Davies, will be despatched as above on FRIDAY, the 2nd June, at Noon.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 27th May, 1899. [718a

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON, VIA STRAITS.

THE Company's Steamship

"KINTUCK,"

Geo. W. Long, Commander, will be despatched as above on or about the 13th June.

For Freight, &c., apply to

HOLLIDAY, WISE & Co.,
Agents.

Hongkong, 27th May, 1899. [699a

To-day's Advertisement.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"CHUSAN,"

Captain E. Street, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 10th June, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed *via* Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to

H. A. RITCHIE,
Superintendent.

Hongkong, 27th May, 1899. [5

Intimation.

A. S. WATSON & Co., LIMITED.

MANUFACTURERS OF

AERATED WATERS.

AERATED WATERS of our manufacture are sold throughout the Far East and are invariably preferred on account of their excellence.

ABSOLUTE PURITY is guaranteed. The best materials only are used.

THE PRICES are only half those charged in England.

WATERS MANUFACTURED BY US are acknowledged by the leading English makers to be equal to those of their own production.

Sir Edward Frankland, K.C.B., D.C.L., F.R.S., F.C.S., &c., the greatest living authority on Water, reports as follows on the water as prepared and used by us in our manufacture:—

"It possesses an extremely high degree of organic purity and is "of most excellent quality for "drinking."

A. S. WATSON & Co., Limited,
QUEEN'S ROAD CENTRAL.

ESTABLISHED A.D. 1841.

The Hongkong Telegraph

HONGKONG, SATURDAY, MAY 27, 1899.

REUTER'S TELEGRAMS.

ITALY AND CHINA.

LONDON, May 25th.

General Pelloux stated in Italian Chamber that diplomatic negotiations regarding San-Mun Bay had been resumed and that Italy's object was purely commercial.

AMERICA AND THE PHILIPPINES.

The Filipino Peace Delegates have failed to arrive at an arrangement with the Americans.

LOCAL AND GENERAL.

THE Band of the Hongkong Regiment will play at the Hongkong Hotel this evening, from 8 p.m. to 9.30 p.m.

THE liquidators of the Tanjong Pagar Land Company declare a first dividend of $13 per share on the fully paid up $100 shares of the company.

BY a telegram received at Shanghai from the Ichang correspondent of the *N. C. Daily News* information was given that H.M.S. *Woodcock* had arrived at the Yatan rapid.

OUR readers will be pleased to learn that Admiral Dewey is much better than when he landed on Tuesday, though he still considers it advisable for him not to go about much.

WHEN all the American Volunteers have gone home from Manila, there will be 27,000 Regulars in that city. General Lawton thinks that 100,000 Regulars will be needed in the Philippines.

THE O. S. S. Co.'s steamer *Glaucus* was to leave Hankow on the 21st May for London with brick tea for the Russian market, the freight to be transhipped in the latter port for the White Sea.

THE Japanese torpedo boat destroyer *Yugiri* arrived at Singapore on the 17th May from England and was to leave on the 22nd for Yokosuka. She has a speed of 30 knots an hour, 35 English miles.

A SHANGHAI contemporary learns that, through the strenuous efforts of the British Consular officials, the cotton dealers, notwithstanding the ring made by them, have been compelled to carry out their former contracts with the several local cotton mills.

IT is reported that a syndicate of Chinese gentlemen in Burma have purchased the steamer *Syrian* from the Irrawaddy Flotilla Company; the vessel is to be sent to China for work on the Yangtse river. The *Syrian* will shortly leave Rangoon for China.

ACCORDING to a Nanking dispatch H.E. En Shou (Manchu), Provincial Judge of Kiangsi, who was recently appointed Provincial Treasurer of North Kiangsu (Kiangning), *vice* Ch'ang Lu now resigned, is a younger brother of En Tsé, Tartar General of Heilungchiang (Tsitsihar, on the Chinese Amur), and a prime favourite of the Empress Dowager.

IN one of Sir George Colley's letters home he says: "Lord Lytton had a very good story recently about poor Lord Leitrim, who, shortly before his murder, talking with a countryman, about some cases of landlord shooting, asked, "why don't the rascals shoot me"? Ah thin, yer honner, said the man, "it's just this, what's everybody's business is nobody's business!"

THE foreign population of Peking, the correspondent of the *N. C. Daily News* writes, is increasing at an enormous rate, and rents are advancing at a speed sufficient to gladden the hearts of landlords and "single-tax" demagogues. Land has been purchased to the east of the present Club premises on which spacious buildings with all modern improvements will be speedily erected. The membership of the Club has outgrown its present accommodation, and rendered this step absolutely necessary. Whatever Shanghai people may imagine, Peking is still the "hub" of the Chinese empire.

A COMPANY is in course of formation at Canton, we hear, to be called "The Chinese Labour and Commercial Company of Canton." The capital is to be $1,000,000 divided into 10,000 shares of $100 each. The objects of the Company appear to be partly philanthropic and partly commercial. It is intended to buy land and open commercial depots, to establish schools for the teaching of English, to carry on cultivation and to promote husbandry, to improve farming implements and tools, to establish waterworks, wharves, and godowns, and to engage in mining, manufacturing, and engineering enterprises. The scheme, which appears sufficiently comprehensive, is now under the consideration of the Viceroy, to whom it has been submitted for approval.

THE following extract from Garrison Orders is published for information:—The General Officer Commanding wishes to express to all ranks under his command, his hearty appreciation of the conduct of the troops during the recent operations in the New Territory. His Excellency fully recognizes the arduous work which the troops were called upon to perform, and it has given him great pleasure to be able to report to the Commander-in-Chief, that the conduct of all ranks was excellent, that they worked most cheerfully under most trying circumstances and upon an occasion when there was not the prospect of actual fighting, to incite them to individually overcome the difficulties and hardships with which they were surrounded.

MESSRS. BENJAMIN, Kelly and Potts, in their weekly share report state:—During the past week business has been somewhat interrupted owing to the Bank Holidays, but a firm tone has preponderated in the market and a further improvement in the quotation for most stocks has to be recorded. The "Star" Ferry Company, Limited, has advertised its First Annual Meeting for the 30th May. The transfer books closed from the 22nd to 30th instant, both days inclusive. Banks.—Hongkong and Shanghai Banks have been placed at 295, 296 and 297 per cent. premium, and close with buyers at the latter rate. Nationals have been done at $22, and are now obtainable at $21½. Marine Insurances.—A small sale of Unions at $230 is all there is to report, in stocks under this heading. Fire Insurances.—Hongkong Fires remain steady at $312½. China Fires are enquired for at $83. Shipping.—Hongkong, Canton and Macao Steamboats, after sales at $29½, are again easier with sales at $29. Indo Chinas on the receipt of the news of the dividend, have advanced to $69 after sales at $66½, $67, $67½ and 68. Douglas Steamships have changed hands at $56½ and 57. Star Ferries are offering at $13. The Directors propose to pay a dividend of 10 per cent., transfer to Reserve Fund $2,000, and carry forward $551.81. Refineries.—China Sugars are steady with sales at $173, $173½ and $174. Luzons have improved and have been taken off the market at $55 and $56. Mining.—Punjoms have been in steady demand with only a few shares changing hands at $8. Queen Mines are a shade firmer and have done at 50 and 55 cents. Jelebus are steady at $93 after sales at $10. Raubs have been placed to a considerable extent at $60½. Great Easterns have declined to $3½ after sales at $3.70 and $3.50, owing to the poor result of the crushing. The following telegram has been received from the Mines:—"180 tons of quartz from the Bank of England Mine were crushed, yielding 55 ounces of gold." Docks, Wharves and Godowns.—Hongkong and Whampoa Docks have been taken off the market at 381 and 382 per cent. premium. Kowloon Wharf shares have been at $86. Lands, Hotel and Buildings.—Hongkong Lands have been sold at $82 and are enquired for. West Points are firm with sales and buyers at $28½. Hongkong Hotels have been done to a considerable extent at $87. Humphrey's Estate have been sold at $9.90 and are obtainable at $10. Cotton Mills.—There is no business to report in stocks under this heading. Miscellaneous.—Green Island Cements have been done to a small extent at $24½ and are firm with buyers at $24¾. China Borneos are enquired for at $4. Ropes have been negotiated at $169. Fenwicks are wanted at $37. Ices have been sold at $112. Dairy Farms are *in demand* at $4. Hongkong Electrics are firm at $12.

SHIPPING REPORTS.

Captain Davis, of the s.s. *Chelydra*, from Calcutta, reports:—Fine to moderate weather throughout the voyage. High easterly swell from Paracels to port.

Captain Rolfe, of the s.s. *Yuen Sang*, from Manila, reports:—Fresh south-westerly breeze, cloudy sky, heavy rain and high sea until the 26th. Fine with occasional squalls of wind and rain the remainder of the voyage.

Capt. Hillcoat, of the s.s. *Futami Maru*, from Melbourne, reports:—After leaving Melbourne, strong S.W. gales and heavy sea were encountered. From Sydney to Thursday Island, fresh S.E. wind and usually weather until passing the Philippines. Strong indications of a typhoon at China Sea on 25th, confused and very heavy sea. Squally with heavy rain until arrival at Hongkong.

LEOPOLD'S ARRIVAL AT HONGKONG.

Charles Emil Leopold who, since his conviction in H.B.M.'s Court at Yokohama, has been imprisoned in the Consular Jail there, left in charge of Mr. Roberts, the jailer, by the P. & O. S.S. *Rosetta* on the 17th inst., and arrived here on Thursday to serve the rest of his term.

P. & O. OFFICERS GET A DUCKING.

We presume a conversation something like the following took place yesterday on the P. & O. steamer *Rosetta*:

"Can you sail a boat, Bob?"

"Of course I can," returns Jack; "the sailing of a boat is as easy as the shelling of peas."

"Well, let's get permission to lower a boat, and some of us will visit the *Nubia*."

The boat was lowered and the doctor, first, third and fourth mates, we believe, went sailing merrily away to visit the *Parramatta* before calling on the *Nubia*.

Everything went along smoothly and all undoubtedly congratulated themselves on their boat-sailing abilities. A different story has to be told, however, of the journey from the *Parramatta* to the *Nubia*. Naturally the conversation would drift on to the prospects of the reported typhoon, and one of the party looked round for the warning cone. At the same time the boat was gybed and it capsized, the four being precipitated pell-mell into rather an unwelcome bath, especially as they were all dressed for visiting. Just as they capsized a launch came along, and boat and men were towed ashore. The boat was successfully righted, bailed out, and all ventured into the craft again, and, this time it was successfully directed on its course, the men finally reaching their ship none the worse for the afternoon's adventures than a thorough wetting, and, we suppose, after relating their experiences, a plentiful supply of chaff by their brother officers.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

EXPENSIVE LITERATURE.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—We have one complaint to make before we leave the barren hills of Hongkong, and that complaint if taken by your local booksellers in a broader light, we think, they would be doing justice not only to themselves and their customers but also in general to western civilisation. We always thought that books and newspapers were, in this enlightened age, placed within the reach of all, especially so in Great and Greater Britain. But the principle adopted by the Hongkong booksellers—at least one European firm—is quite different and it seems to be one of merciless imposition.

We walked into a certain firm in Queen's Road and took up a copy of "Blackwood's Edinburgh Magazine." The latest they had was the March number and the publisher's price printed on it was 30 American dollar cents for a single copy. On asking what the price was, we were told $1.50. Now, taking the American dollar at 4s. 2d. the publisher's price is about 63 cents local currency, or with 50% added to give a substantial gain, the most it should cost is cents 95. Instead of which we were charged the ruinous price of $1.50. Oh! Progressive Hongkong.

Yours truly,

"A STRANGER WITHIN THE GATES."

Hongkong, 27th May, 1899.

THE PLAGUE.

Cases reported to 26th instant	463
Do. do. during past 24 hour ...	36
Total...	499
Deaths reported to 26th instant.....	419
Do. do. during past 24 hours....	18
Total...	437

THE KOWLOON HINTERLAND.

THE COMPLICITY OF THE CANTON VICEROY.

SHANGHAI, May 19th.

The *Universal Gazette* publishes a telegram to-day from Peking, which shows how correct was the surmise that the soldiers and rowdies who attacked the British officials and forces in Kowloon had the active sympathy of the southern Viceroy. Our contemporary says that when the people in Sun-lo and other districts of Kowloon recently attacked the British, who came to raise the British flag over Kowloon, the Viceroy of Canton sent a secret telegraphic memorial to the Throne in Peking, recounting some of the facts of the attack and praising the patriotism, bravery, honesty and sense of justice of the people who thus resented the hoisting of a foreign flag over their country. The memorial went on to describe the assailants of the British, as praiseworthy and patriotic men. The contents of this treacherous memorial leaked out somehow and reached the ears of the British Legation. Then, a communication, asking for an explanation, was addressed by the *Chargé d'Affaires* to the Tsungli Yamen. The correspondent adds that the Yamen is greatly perplexed by the occurrence and does not know what to answer.—We (*China Gazette*) venture to say that if the British Legation probes further into the matter it will discover that the Viceroy Tan's memorial is in reply to secret instructions from Peking to stir up the opposition of the Kwangtung populace against the occupation of the Kowloon territory by the British, after Peking had formally approved of that step.

WORD FOR THE BRITISH SAILOR.

An article depreciatory of the British seamen having appeared in the *N. C. Daily News*, Captain C. K. McIntosh, of the steamer *Benlomond*, writes to that journal as follows:—

I wish to enter my emphatic protest against the unfavourable comments in your issue of to-day concerning the conduct of British-born seamen as compared with their foreign rivals.

Sailors in the ship's forecastle don't grow into "plaster saints" any more than Kipling's Tommies, but all the same I maintain they are much superior in their ways and conduct to men on shore in their own rank of life.

That one shipping company, however large, does not employ British seamen, cannot be admitted to prove that any foreigner is better than the home born article, otherwise, why are the latter exclusively carried on the Atlantic and other lines?

The best crews in the world are to be got in Britain, and to obtain them requires only a little care in selection and decent treatment and discipline during the voyage.

After nearly 30 years of sea life, 18 of which have been spent in command of both sail and steam vessels, I am firmly convinced that the much maligned "British Jack Tar" is still the superior of any foreigner afloat, whether in conduct or ability.

PHILIPPINE AFFAIRS.

(From the *Manila Times*, April 23rd.)

THE FILIPINO COMMISSIONERS.

The arrival of the Filipino Commissioners bearing credentials from Aguinaldo, the altered tone of a section of the local press, the conviction that is daily growing in the mind of the natives, that they are engaged in a hopeless struggle, intimate that peace will soon be established in the Philippines. Although it is a matter of sincere regret that nothing definite has resulted from the first conference held between General Otis and the Filipino delegates, we are confident that the latter will finally recognize that, at the present stage of the crisis, only an unconditional surrender to the American terms will put an end to the campaign which has proved so disastrous to them. To ignore the defeats which they have suffered, or to expect intervention on their behalf from the European powers, would be to court further calamities upon themselves, and would only prolong a struggle which must end in the complete annihilation of the Filipino army with all the attendant horrors of war. It would likwise postpone the privileges and benefits which they had sought to obtain from the Spanish Government, and which the United States at present are willing to grant.

The Filipino leaders cannot be so blind as to overlook their real position. A series of disasters such as they have suffered must certainly convince the Filipino soldiers of the futility of fighting against American troops. From the disasters which have overtaken Aguinaldo's army they must infer either that his generals are incompetent, or that the means at his disposal are inadequate to cope with the illimitable resources of his adversaries. There are indications already that the prestige of Aguinaldo and his colleagues is on the wane; another defeat may perhaps shatter the power he wields over the remnant of his troops.

"No army will fight for any length of time under such conditions. Throughout the campaign the Filipino generals have not obtained a single victory, and it will be a matter of time only when history will repeat itself, and Aguinaldo's soldiers will turn upon the leaders who have led them to defeat. For their own sakes, therefore, if not for the sake of the people who are suffering such dire miseries on account of the war, it is to be hoped that they will agree to the American proposals.

We deplore the fact that the Filipino Commissioners are not authorized to sue for peace unconditionally. From a nation that has shown itself so magnanimous to its foes, the Filipinos cannot expect anything but justice and the recognition of their just rights. Nor should they overlook the important fact that even if their army had been temporarily victorious they could not establish a stable government of their own, or be in a position to defend themselves against foreign aggression.

Aguinaldo's latest proclamation states that his army constitutes the best guarantee for obtaining concessions from the Americans. That army has been routed at every point, and we cannot by any force of reasoning understand how, under such circumstances, it can overawe victorious American troops. The present policy of retreating at the first indication of the approach of the enemy is not calculated to raise the prestige of his troops or help the cause of the Filipinos. We think, on the contrary, that as soon as that army is disbanded the Philippines will enter upon a new era of peace and prosperity under American domination. But with that blind obstinacy which characterizes him, we think that Aguinaldo will only bow to the inevitable when he has been thoroughly beaten. With him, as with a wayward child, we cannot spare the rod. In his case, however, the lesson will be taught at the point of the bayonet, and the voice of the preceptor will be heard from the mouth of the cannon.

RUMPUS IN THE INSURGENT CAMP.

A SERIOUS AFFAIR.

The *Democracia*, a local paper, published in the interest of Filipinos, says:—"General Luna, in a violent scene with Sir Buencamino, Minister of Foreign Affairs, has arrested the latter and thrown him into prison. The other members of the government are stated to have been similarly dealt with. Aguinaldo is exerting every influence to maintain order."

What price independence and self-government?

IMPORTANT MEETING OF THE COMMISSIONERS.

The first deliberate proposition that has approached anything acceptable to the Filipinos was made yesterday morning by the McKinley Commissioners in the Audiencia. The scope of the Commission has apparently been extended somewhat beyond the generally understood limits, and this prompt use of its powers will do much to clear away the difficulties existing between the two peoples. What effect the announcement created in the United States is is not yet known, but it will undoubtedly create more or less of a sensation.

The scheme hinges upon the military powers of the President and necessarily depends upon the approval of the Senate. Provincial government has not yet been completely arranged. The plan, in brief, is as follows:—President McKinley, in exercising the rights and privileges granted under his military powers, dependent, however, upon the action of Congress, stands ready to establish a government in the islands as soon as the Filipinos lay down their arms.

The President of the United States will appoint the Governor-General, who will appoint the insular Cabinet. The Judges will be appointed by the President, but the Cabinet members and the Judges may be either Americans or Filipinos or both. In addition, there will be a general advisory council elected by the Filipino people.

Sr. Gonzaga, the president of the Filipino Commission, states unofficially that he considered this a liberal proposition. However, they have no power to effect a settlement and must defer the results of their investigation to Aguinaldo.

To-day the visiting Commission will lunch with President Schurman and visit the battleship *Oregon*, on the invitation of Admiral Dewey, extended by his successor.

ANOTHER VERSION.

MORE LUNAS WANTED.

La Oceanoa reports that the Commissioners have stated that there is no foundation whatever for the statements that have been circulated in the town with regard to General Luna, who still enjoys the confidence of Aguinaldo. It appears that the Filipino Commissioners at present in Manila have been nominated by him, so that they are identified with his policy. One of them is reported to have said: "Would to God that we had many Lunas." *La Oceanoa* states also that it is not true that the Commissioners were detained on their way to Manila by the orders of General Luna, who, if he has not been detained, is closely watched. What ever difference of opinion might have existed between Luna and the revolutionary generals they are loyal to him to-day, and they will not lay down their arms except at his bidding. Luna is considered the supreme military head of the revolution. General Licerio Geronimo [illegible]

DEWEY SAILS FOR HOME.

DEPARTURE OF THE "OLYMPIA" AMID CHEERS AND SALUTES.

On Saturday afternoon the man who introduced the Philippines to America sailed away amid the booming of guns and wildest cheers, bound for New York, via Suez.

All day the *Olympia* was surrounded by a fleet of launches and cutters bearing officers and friends who had come to bid bon voyage to the gallant admiral. In the afternoon the commanders of the various vessels of the fleet made their final reports and returned to their ships to fire a parting salute. Calls were exchanged between General Otis and the Admiral, and later the Commissioners visited the *Olympia*. About 3 o'clock the various representatives of the press paid their respects. Dewey very politely put it that he was sorry they could not accompany him and regretted that he could not take them all on board. Mr. Jones and Mr. Warner were among the last to leave the ship.

About ten minutes to four the Chief Engineer gave the word to turn over the engines, and a couple of minutes later the anchor chain was slowly taken in, until exactly as eight bells were striking the anchor itself came into view and the *Olympia* was under way, while the band struck up a lively march. The big ensign slowly rose and took its place on the gaff, while the red, white and blue and then solid blue signal flags were hoisted, sending the message "Goodbye." This was immediately answered by every vessel in fleet and the *Powerful* and *Peacock*, the only two foreigners in the bay.

The *Olympia* slowly threaded her way trough the fleet, passing between the *Oregon* with all her decks manned, on the left and the *Concord* on the right. The *Oregon* began the saluting, quickly followed by the *Concord* and *Baltimore*. The *Olympia* Jackies were perched on every possible point of the ship and though she did not salute, the cheers that rang out made one's blood tingle with joy, while the air was filled with hundreds of white caps which gaily bobbed away in the wake of the vessel.

The *Baltimore* band played "Home, Sweet Home" and "Old Lang Syne", while the *Olympia* passed playing the National Anthem. After passing the *Baltimore* a number of merchant ships dipped their flags and cheered lustily. The *Powerful* was lying well out and as the *Olympia* drew near playing "God Save the Queen," the English cruiser's men lined the entire ship in a double row and the air was rent with hearty British cheers, the volume of which has not been approached since May 1st, 1898. The parting of the sturdy tars must have been heard in Cavite. The *Powerful's* band played "The Star Spangled Banner," but the music was drowned by the prolonged cheering of both ships.

Away over near Zapati the *Monadnock* boomed out her salute with the big guns. The detonations were too loud to be merely saluting guns, and as some one sagely remarked, "there goes the *Monadnock* saluting with solid shot."

Last of all as the *Olympia* was nearly half way to Corregidor, white puffs of smoke broke out from the walled city, indicating the farewell of the land battery.

OPIUM SEIZURES ON BOARD STEAMERS AT SAIGON.

An important seizure of opium took place at Saigon, on the 17th May, on board the German steamer *Ingrabain*. The vessel was just about getting up her anchor to leave when, acting upon information supplied by an informer, two Customs officers appeared on board to make a search. The officers went straight to the spot where the opium was concealed almost with their eyes closed. The *Courrier de Saigon*, in a report of the affair, says it was evident that the captain knew nothing of the fraud, in which only the Chinese crew, or possibly rival informers, were interested.

Our contemporary continues:—Notwithstanding the protests of Captain Piper, the Customs placed an embargo on the *Ingrabain*, which, in order that she might continue her voyage, had to give security at the German Consulate. It seems strange that these things happen, and that it is always at the moment of departure that the seizures are made. There is a disquieting mystery about this which should be probed to the bottom. The port of Saigon is becoming impossible. Foreigners speak of boycotting it, in view of events such as that just narrated.

LIST OF PASSENGERS.

PASSENGERS OUTWARD.

Per P. and O. steamer *Oceana*, connecting with the steamer *Bengal* at Colombo, from London, May 4th.—To Straits, China and Japan: Mr. J. W. Sherry, Mr. Peter Dow, Mr. and Mrs. G. E. Llewellyn, Mr. Polglase, Mr. F. C. Reck, Mr. C. Cameron, Mr. Perkins, Mr. A. R. Anderson, Mr. J. A. T. Thomas, Mrs. Stratham, Mr. and Mrs. Learmonth. From Marseilles, May 11th.—Mr. and Mrs. A. K. Buttery, Mr. W. E. Schmidt, Mr. H. D. Sharpin, Mr. C. C. Trotter.

Per P. and O. steamer *Manila*, from London, May 20.—To Straits, China and Japan: Mr. W. Baddeley, Mr. E. W. Duck, Miss Sanderson.

Per P. and O. steamer *Britannia*, connecting with the steamer *Coromandel*, at Colombo, from London, May 18.—To Straits, China and Japan: Miss Farquhar, Mr. R. Fiddes, Mr. Ruffle, Mr. A. Arthur, Mrs. A. B. Charleson, Mrs. J. S. Scott, Mr. and Mrs. F. C. Langford. From Marseilles: Mr. Huber, Mr. Hyde.

Per Messageries Maritimes steamer *Sydney*, from Marseilles, May 7.—To Yokohama: Mr. P. Douville, Mr. Carillon, Mr. Verrisel, Viscount Jean de Breuond d'Ars. To Shanghai: Mrs. Pringle and child. To Saigon: Mr. and Mrs. H. Hewat, Mr. A. Juyn, Mr. Bouden. To Batavia: Mr. Browed. To Singapore: Mr. Clundies Ross, Mr. Pampare, Mr. Hoogoliet, Mr. de Blank, Mr. Prenger.

Per Messageries Maritimes steamer *Caledonien*, from Marseilles, May 14.—To Shanghai: Mr. Nigel Oliphant. To Samarang: Mr. and Mrs. W. J. Blom. To Singapore: Mr. W. Hoyle, Mr. Gardner.

Per Messageries Maritimes steamer *Polynesien*, connecting with the steamer *Caledonien* at Colombo, from Marseilles, May 21.—To Saigon: Mr. and Mrs. G. Roettger. To Samarang: Mr. and Mrs. Blom. To Batavia: Mr. Bouricius.

A NEW RECORD AT THE BLUE HILL OBSERVATORY.

The world's record for kite flying has been broken at the Blue Hill Observatory. On February 28 an elevation of 12,507 feet above the sea level was obtained by the highest of a string of tandem kites. This is 283 ft. higher than the preceding best record, made at the same place on August 26. The flight was begun at 4.30 pm and the temperature at the surface was 30 degrees, and the wind was blowing at 20 to 25 miles an hour. At the highest level the temperature was 12 degrees and the wind velocity fifty miles an hour. The combined kites had an area of 253 square feet and weighed 24 pounds. With the weight of the wire and the pounds [illegible]

THE P. AND O. AND ITS OFFICERS.

Not long after the unfortunate grounding of the P. and O. *China* on Perim the directors nominated a committee of their officials to inquire into the whole system of rules by which their officers on board ship were regulated. As a result of this, a new set of rules was drawn up, and one of these prohibits officers joining in social intercourse with the passengers. It states:—"Executive officers are not permitted to participate in the amusements of the passengers. They will confine themselves to politeness and courtesy to passengers when they are off duty." Other provisions are for all officers to mess at the some table in the saloon, and that officers are not to invite passengers into their cabins for a cup of tea or a morning "peg." A certain amount of feeling amongst a minority of the officers has been engendered by these new rules, and, to a reporter, one of them has said that genial and gentlemanly officers who are discreet in their social relationship with passengers have done much to render the P. and O. service popular. Under Rule 68, the one quoted above, and the rest of the new regulations, life on a P. and O. liner will be intolerably dull for officers and passengers alike. Then, when other lines begin to reap the benefit, the P. and O. directors will see their foolish mistake.

Despite this display of feeling, however, it cannot be denied that the new regulations are alike in the interest both of the P. and O. Company and the great number of passengers the company now carries. Many of the senior officers have long been in favour of regulations such as have now been enacted, and the officers who have expressed their determination to leave the service because they are no longer allowed to freely mix with the passengers, as of yore, will get no public sympathy. As the *Daily Mail* points out, the fate of the *China* was a sufficient warning to the directors of the P. and O. Company that the time had come when the anomaly of what are named in the Atlantic as "saloon" captains and officers should become a thing of the past. If we had been informed that some proper provision had been made for management of passengers' baggage and improvements in the cuisine we should have been additionally pleased.

The *Mail* publishes two letters on the subject, "Mariner" says:—I read with grief the remarks of the "young gentleman" (very young, I hope) who considers it part of his duty to ask passengers in for "morning pegs." The sooner he sends in his resignation the better for the P. and O. Company and for his brother officers. In legislating for the satisfactory maintenance of discipline on board ship, it is the weakest who have to be safeguarded, not the strongest; hence the stringency of the rules.

"Oldster" writes:—The regulations now deplored as "new" existed in effect before many of the youths were born. Their re-enforcement now is merely necessitated by circumstances. Many years ago, when the junior officers were ordered in future to mess with the passengers, the innovation was regarded as an infringement of their "rights," and "resignation" was the talk *ad lib.* He cautions them to take warning by the example of a similar "strike" two years ago by the ill-advised officers in a kindred employ, many of whom by their own foolish act, found themselves stranded and berthless.—*L. & C. Express.*

NAVAL AND MILITARY.

The following notification appears in the *Gazette*:—Staff.—Colonel J. B. B. Dickson, C.B., from a Colonel on the Staff for Cavalry to be Colonel on the Staff to command the troops in the Straits Settlements, and to have the temporary rank of Major-General whilst so employed, *vice* Hon. Major-General H. T. Jones-Vaughan, C.B., ratired.

The *Akebono* (Dawn), the third of six destroyers being constructed for the Japanese Government by Messrs. Yarrow and Co., (Limited), was successfully launched at the works of the builders, at Poplar, on 25th ulto. in the presence of Admiral O. Matsunaga, Inspector-General for the Japanese Navy, Constructor-Commander Kondo, Constructor-Captain Kurobe, and other Japanese officials. The guaranteed speed is 31 knots on a three-hours' run, carrying 35 tons.

The four torpedo-boat destroyers, built by Schichau, of Elbing, for the Chinese, have been detained at Pillau for favourable weather to proceed first to Antwerp. After a short sojourn there they proceed to Hongkong, *via* usual coaling stations. At Hongkong Captain Lew Buah, well-known to many foreign residents in China, who has been supervising their construction at Elbing, and who accompanies the destroyers, acting as pilot in Chinese waters, leaves for Peking to report himself.

News has been received that the first of the six t.b.d.'s, constructed by Messrs. J. I. Thorneycroft and Co., of Chiswick, for the navy of Japan—the *Shinonome*—has reached Japan. The vessels left Falmouth on Feb. 17 last, and arrived in Japan on April 15, so that she has been just two months on the voyage, including stoppages. This is considered a very good result, and is said to be a quicker passage to the East than has before been made by a vessel of this type. The *Shinonome* made the voyage without mishap, and the captain reports that she is a very good sea-boat.

The speed and gunnery trials of the Japanese armoured cruiser *Tokiwa* were brought to a successful conclusion on April 21. She is a completely belted cruiser of 9,700 tons, and 18,000-horse power. At the speed trials a speed of 21.8 knots was obtained as the mean of the runs over the measured mile, but the crowning success was reached with forced draught, a mean of 23 knots being attained on the measured mile with perfect ease. The other two ships, *Idzumo* and *Iwate*, now building at Elswick, are likely to be equally successful, when Japan will possess four of the best-armed, the best protected, and the fastest first-class cruisers at present designed for any nation. The gunnery trials passed off without the slightest hitch, the ship's structure being subjected to the 8 in. guns firing along the fore and aft line over the deck whitout the least defect showing itself. Similarly, the 6 in. guns in the forward and after casemates were fired along the fore and aft line close to the superstructure without a defect being developed. The other guns were fired at various angles of training and elevation to test the fittings at all points.

OBITUARY.

The following deaths are announced:—Sir John Mowbray, Father of the House of Commons, at the age of 84; Colonel Sir Robert Warburton, K.C.I.E., only recently retired from active work in the Indian Administrative Service, a sphere where he held an almost unique position; Mr. Joseph Wolf, the famous painter of animals and birds; Mr. Jabez Hogg, M.R.C.S., one of the best known consulting ophthalmic surgeons in London; Mr. Harry Hart, whose death from fever is reported by wire from Hongkong, was the second son of Mr. R. Sebastian Hart, the well-known organist of St. Andrew's Church, Surbiton. The deceased was assistant resident engineer of Shanghai Waterworks. Mr. Hart, who was well known in Surbiton, had been abroad some five years and intended returning home at Christmas next. [illegible]

FROM ENGLISH PAPERS.

PARLIAMENT.

THE FAR EAST.

HOUSE OF COMMONS.

THE DEFENCE OF WEI-HAI-WEI.

(April 21st.) In Committee of Supply on the Army Estimates on the vote Royal Engineer works, Captain Sinclair asked for information as to what had been done with the money spent under this vote at Wei-hai-Wei.

Mr. Powell Williams, in reply, said that no doubt the harbour at Wei-hai-Wei would require some protection, but it was quite impossible to say what that protection would consist of until a complete survey of the place had been made. The instructions given to the gentlemen who were sent out were simply, that they should let the War Office know, after full survey, what the ins and outs of the place were. Until the War Office knew the lie of the land it was impossible to say what the protection of the place for its future defence would be.

Mr. Buchanan invited the First Lord of the Admiralty to supplement his former statement on the Navy vote by explaining what he meant when he said that it was also the design of the Government to fortify Wei-hai-Wei sufficiently. Mr. Gibson Bowles observed that it was extremely unfair of the hon. member opposite to ask the Government what their intentions were in regard to Wei-hai-Wei, because it was quite clear they did not know.—Mr. Warner also pressed for more precise information as to Wei-hai-Wei, because he thought it was clear the Committee of Defence of the Cabinet must have some distinct idea of what they meant to do there.

Mr. Goschen: The question of Wei-hai-Wei has been considered and is being considered, I may say, at this moment by the Cabinet Committee of Defence. Both the Army proposals and the Navy proposals have been before that committee, and it is that committee which is at present investigating the subject. There have been very full reports sent home from Wei-hai-Wei by Colonel Lewis, who was sent out to report on the question of the defences of that place. Colonel Lewis acted together with the naval authorities there. There was perfect community of action between them, and he sent home a very full report with reference to the defences; and these two gentlemen, whose salaries are now in the Army Estimates, are, if I may say so, simply filling up the details of the survey, the general features of which have been communicated to the Government and are being considered at the present moment." We have substantially in our possession the means of forming a judgment on the necessary fortifications of Wei-hai-Wei. There is no uncertainty in the views of the Government as regards our ultimate aim. Of course, we must decide the details according to such information as we are able to collect. The general idea is this, that Wei-hai-Wei is to be a secondary naval base, and that it is to be fortified so far as will put it into a position to enable it to defend itself, but not to fortify it to that point which will make it a rallying place at which ships may take refuge. The fortifications will be of a comparatively simple kind. We have already the general idea as to the number of guns and where they are to be placed, but we are unable are present to commit ourselves to any final propositions. I am sure the House would not wish to hurry us into any decision. We shall act on the fullest possible information. I make myself responsible for all that has been done both by the War Office and by the Admiralty. I pledge myself to this, that Lord Lansdowne and I are in constant communication on all matters where the Army and Navy are jointly concerned. (Hear, hear.)

Sir H. Campbell-Bannerman: The Chinese regiment will, I presume, be quartered at Wei-hai-Wei. Is that regiment to be used for manning the fortifications of Wei-hai-Wei or will it be a mobile regiment to be used for other military purposes? I do not think that has been made quite clear.

Mr. Goschen: That is the idea; it will be utilised in that way to a certain extent. The question of the composition of the garrison is now engaging our special attention, and the number of native levies to be associated with a certain number of British troops is just one of the questions on which we are now endeavouring to arrive at a decision.

Lord C. Beresford (York) said he wished to ask how long the right hon. gentleman thought the survey should take, and if, when the result of that survey was sent home to the Committee of Defence, the works at Wei-hai-Wei would at once be put in hand. When he was out there the German Admiral made a very curious remark to him. He said, "You English are the most extraordinary people. Three ports have been taken from China. One is Port Arthur, taken by the Russians, another Kiao-chow, taken by the Germans, and the third Wei-hai-Wei, taken by the British. The Russians are working with very great activity to fortify their port, the Germans are working with great industry in making a parade ground, and you are employed with great industry in making a cricket ground." (Laughter.) He hoped his right hon. friend would be able to tell the Committee that directly the survey was fully reported on by the two services this port would be put in the position promised, that of a secondary naval base.

Mr. Goschen: If we do less and proceed more leisurely at Wei-hai-Wei than the Russians and the Germans respectively at Port Arthur and Kiao-chow, it is that to the Russians Port Arthur is their Hongkong, as Kiao-chow is the Hongkong of the Germans. Wei-hai-Wei is not our principal base. It is not a base on which we intend to rely for the protection of our fleet; it is accessory, as I have endeavoured to point out, and therefore there is not the same cause for haste in fortifying Wei-hai-Wei. I may say we need not wait for the details filling up the general survey already in our possession. We have, I think, before us almost sufficient information in the main to enable us to arrive at a decision with reference to the fortifications and barracks that may be necessary. No further delay will occur, and I think, without having to take any further surveys, we shall soon be able upon the information that will be in our hands to begin the fortifications and other necessary works in the Navy Estimates as well as those under the Army Barracks Bill.

Lord C. Beresford: We shall not have to wait until next year's Estimates?

Mr. Goschen: No, Sir, only until this year's Barracks Bill is introduced.

THE SINKING OF THE "KOWSHING."

Lord C. Beresford asked the Under Secretary for Foreign Affairs how long the claims of a British firm respecting the sinking of the steamship *Kowshing* had been decided in their favour as against the Chinese Government; whether the British Government had pressed their claim; and whether there appeared any chance of a satisfactory settlement of the questions.

Mr. Brodrick: Her Majesty's Government have been pressing this claim on the Chinese Government for more than two years. In November last, arbitration was proposed to the Chinese Government, but up to now the Yamen had made no reply. If within a reasonable time no satisfactory answer is given, Her Majesty's Government will be forced to consider what further steps can be taken (hear, hear).

Mr. Davitt: Declare war (laughter).

BURMAH TO YUNNAN RAILWAY.

(25th.) Sir E. Ashmead Bartlett asked the Under-Secretary for Foreign Affairs whether Lieutenant Watts-Jones had discovered a good railway route to Yung-chang-fu *vid* Mongkyeng to Yin-chau, which could be reached by Kunlon Ferry without difficulty; and whether this discovery would enable the railway to be made from Burmah to Yunnan.

Mr. Brodrick: The reports of the officers engaged on the survey are addressed to the Yunnan Company, in whose service they are at present, and Her Majesty's Government have no particulars. It is, however, understood that what is considered a practical route into Yunnan has been found.

BRITISH SUBJECTS IN JAPAN.

(25th.) Mr. Ascroft asked the Under Secretary for Foreign Affairs whether any satisfactory arrangements had been made by Her Majesty's Government with the Government of Japan respecting the incarceration of British subjects in Japanese prisons; and whether any concessions had been obtained from the Japanese Government relating to the disabilities and other matters of grave importance affecting the lives and liberties of British subjects resident in Japan, referred to in their memorial presented to Her Majesty's Secretary of State for Foreign Affairs.

Mr. Brodrick: Assurances have been given by the Japanese Government that measures will be taken to provide foreign prisoners with food and accommodation in accordance with their manner of living. It is not possible to make a full reply to the second question within the limits of an answer to a question; but I may say that assurances have been received regarding reforms in the Press Law and restrictions on foreigners generally, and that there is no reason to fear that British subjects will not be fairly treated when the new Treaties come into operation.

Mr. Joseph Walton has given notice of a number of questions for 2nd prox. to the Under-Secretary of State for Foreign Affairs on the subject of the situation in China. He will ask, among other things, when the correspondence relating to the Newchwang Extension Loan will be laid on the table; whether the full particulars as to whom, and on what conditions, the Peking-Hankow Concession was granted, which the Chinese Government promised, on July 25 last, to communicate on receipt of the contract from Shanghai, have reached the Government; whether the Government have received from the Yamen the assurance in writing demanded on April 21, 1898, that the Chinese Government have not yielded to France any exclusive privileges with respect to railways or mining in the two provinces of Kwang-tung and Yunnan, and that no territory in the said provinces shall be alienated to any foreign Power, and, if so, whether he will communicate the same to the House.

HOUSE OF LORDS.

GENERAL.

(April 21st.) The Marquis of Salisbury, questioned by the Earl of Wemyss as to "the decorative destruction of St. Paul's," declared that the Government had no power over the management of the cathedral, and suggested that the noble Earl should lay a Bill on the table for saving other cathedrals from "a like evil fate." In reply to the Earl of Hardwicke, the Prime Minister explained that the equestrian statue of the Duke of Wellington, which was intended to surmount the monument erected to his honour in St. Paul's, had never been completed owing to deficiency of funds.

(24th.) The second reading of the Board of Education Bill was formally moved by the Duke of Devonshire. Replying later in the debate to criticisms made by Lord Reay, the Archbishop of Canterbury, the Marquis of Ripon, the Earl of Kimberley, and others, the Duke said he did not see any reason why a Bill for the constitution of local authorities should not be brought in and passed next Session. It would not be necessary to delay the introduction of the measure till after the present Bill took effect—namely, April 1, 1900. The Bill was read a second time.

HOUSE OF COMMONS.

(April 21st.) Army Estimates were under consideration during the greater part of the sitting of the House of Commons. Various subjects of more or less interest were discussed, ranging from the fortification of Wei-hai-wei to the supply of milk to soldiers at Aldershot and the increase of British troops in South Africa. On the latter topic several Radical members spoke with warmth, contending that what was happening would inevitably excite the hostility of President Kruger and the Boers; even if it did not arouse the suspicion of the colonists themselves. At length Mr. Balfour appealed to the Committee not to continue the irritating debate. The idea that the troops were intended to coerce anybody in South Africa was utterly absurd. The Government had no provocative intentions. They desired to interfere with no man's rights, but merely to maintain their own. Many votes of considerable magnitude were passed.

(24th.) Mr. Balfour's motion, giving priority to the London Government Bill and Finance Bill on every day for which they may be appointed, was carried. The motion made on behalf of the Government for a Committee upon the best means of improving the condition of the aged deserving poor, which was ultimately agreed to, led to an animated discussion. Mr. Asquith twitted Mr. Chamberlain and Mr. Balfour with failure to redeem election promises. Mr. Chamberlain justified his own good faith in the matter, and said the Ministry intended to deal with it before they left office. Mr. Lecky made an interesting contribution to the debate, strongly urging the Government to drop the subject of old-age pensions. All the instructions having been ruled out, the House went into Committee on the London Government Bill, and on the words enacting that the whole of the administrative county, "exclusive" of the City of London, should be divided into metropolitan boroughs, Mr. Haldane proposed to omit "exclusive," and insert "inclusive," so as to bring the City within the scope of the measure. After a discussion, in which Mr. Balfour remarked that nothing in the Bill made it more difficult than it was before to reform the City, the admendment was defeated by 208 to 103.

(25th.) The Home Secretary stated that it had not yet been considered necessary to take steps with regard to crawling cabs in London streets except in the Strand, Bond-street, and Piccadilly. He was unwilling to interfere unless the conditions of traffic rendered it essential, but, if need be, he was prepared to adopt similar measures in other thoroughfares. It was announced by Mr. Akers-Douglas, who spoke as representing the Postmaster-General in the continued absence of Mr. Hanbury through indisposition, that after May 24th Australia, New Zealand, and the Cape of Good Hope would be the only important British colonies which had not given their adhesion to the scheme of Imperial penny postage. During the residue of the sitting the London Government Bill was under consideration in Committee. Substantial progress was made with the first clause, which provides for the division of the whole of the metropolis, exclusive of the City into boroughs with duly constituted municipal councils.

(26th.) Mr. Gordon moved the second reading of the Ecclesiastical Assessments (Scotland) Bill—a permissive measure, designed to remove a long-standing grievance by relieving certain owners of property from the payment of rates for the maintenance of the Established Church across the Border. The Lord Advocate intimated that the Bill had the support of the Government, who regarded it as an honest attempt to do away with the irritation which was often caused by the exaction of a perfectly legal liability. On a division the second reading was carried by 177 votes to 122.

LONDON April 27th.

THE RADICAL LEADER ON THE BUDGET.

Sir H. Campbell-Bannerman was last evening the guest of the Eighty Club at a dinner at the Café Monico, and, in responding to the toast of his health, dealt chiefly with Mr. Balfour's recent speech at the Primrose League demonstration. He said the plain fact about the financial proposals of the Government was that their expenditure had outrun their income in spite of the marvellous growth of the latter, and therefore there was a deficit in the current year, which the Government proposed to meet by reducing the charge for the reduction of the Debt. That charge had been imposed to maintain the credit and reputation of the nation, and to keep a reserve for the emergency of war or for any exceptional necessity. Now, we were to lose something of the high character of this country in the financial world, to break in on an established policy supported by the authority of our greatest financiers, and to set up a fatal precedent, in order to save £180,000.

THE PACIFIC CABLE SCHEME.

A decision has, the *Times* understands, been reached in the matter of the Pacific cable scheme. Here Majesty's Government have resolved to contribute, in the form of a yearly subsidy, the full amount which they have been recommended under the report of the Pacific Cable Committee of 1896 to guarantee for the construction of an all-British cable running from Vancouver by Franning Island and Fiji to Norfolk Island, whence it will branch to Queensland and New Zealand.

AUSTRIA AND THE CHINESE SCRAMBLE.

Hearty cheers greeted an announcement made yesterday in the Hungarian Reichstag by M. Szell, the Prime Minister, to the effect that at present the Government had not under consideration a plan for leasing territory in China.

THE CAB RUNNER AND THE DIAMONDS.

Mr. Patrick O'Brien intends to bring under the Home Secretary's notice a curious case of unrewarded honesty. Timothy Murphy, a cab runner, found fourteen diamonds more than a year ago, and delivered them to the police. The police, according to Mr. O'Brien, failed to find an owner for the property and then sold it without giving notice to Murphy, or in any way rewarding him for his honesty; and, furthermore, when he applied at Bow-street for the property, he was told that he ought to have applied two months earlier. Mr. O'Brien thinks that the amount realised by the sale of the diamonds ought to be handed over to Tim Murphy.

A CANDID PEACE DELEGATE.

April 28.

Professor Stengel, one of the German delegates to the Peace Conference; who some time ago issued a pamphlet advocating views in direct contrast with the ideas of the Tsar, has just published a second edition, in which there appears an article dealing with the Peace Congress. The Berlin correspondent of the *Daily News* says the author seeks to show the absurdity of the Russian disarmament proposals. "Instead of preaching everlasting peace," he says, "and raving about the Russian proposals, it would be better to teach the German nation that it must wear its warlike armament by sea and land in the interest of the national honour and welfare." A few more delegates of this kind, says the correspondent, and the conference at the Hague will not be worth their travelling expenses.

THE LATEST FROM SAMOA.

Reports have been received of further fighting in Samoa, extending, with intervals from April 12 to 17. Two or three rebel strongholds, over which the German flag was flying, were captured, but the attack on one at Vailima was repulsed with some loss. The co-operation between the British and American forces continued. Great enthusiasm was manifested at Apia when the news arived of the offer of New Zealand to supply volunteers for service in Samoa. The inhabitants are almost unanimous in regarding the Berlin Treaty as a failure, and there is a strong feeling in favour of annexation. Prominent British and Americans say that even annexation by Germany would be preferable to a triple control. It is believed that unless Mataafa is subdued another war is inevitable within the year.

THE ROYAL VISIT TO WALES.

The Duke and Duchess of York, who have been the guests of the Earl and Countess Carrington at Gwydyr Castle, North Wales, since Monday, planted two trees this morning in the Jubilee Victoria Garden in the Castle grounds near those planted in the Jubilee year by the Colonial Premiers and last year by the Duke of Cambridge. Subsequently their Royal Highnesses left Llanrwst to visit Conway prior to returning to York House, London, this evening by the boat express train from Holhead.

SERENADING THE QUEEN AT WINDSOR.

The Queen has approved the proposal made by the Mayor of Windsor to serenade her Majesty at Windsor Castle on the morning of May 24th, her eightieth birthday, by the musical societies of Windsor and the choirs of St. George's Chapel and Eton College. Sir Arthur Bigge, in a letter to the mayor, says the Queen is much touched by this testimony of loyalty and affection on the part of the people of the Royal borough.

POISONOUS SNAKES SENT BY POST.

The rage in America for sending poison to people through the post appears to be spreading, and a new and more ingenious method than poisoned candy has been adopted. Mr. George E. Sterry, secretary of a New York wholesale drug firm, received through the post a small box. When he opened it out darted a small snake, which was afterwards pronounced by a naturalist to be a poisonous asp of the same species that Cleopatra is supposed to have used to kill herself with. Its bite is almost instantly fatal. A telegram to the *Daily Chronicle* states that Mr. Sterry cannot account for any one wishing to kill him, as he says he has no enemies. Detectives are engaged on the case. Curiously enough a snake was used in another case, evidently for the purpose of murder, at Rochester, New York State. May Cook, a well-known vaudeville performer, received a pasteboard box, supposed to contain flowers. She opened the box in her dressing-room, when out darted a copperhead snake and made a vicious lunge at her face. The stage attendants rushed in and killed the snake, whose bite would mean certain death. A rejected admirer is supposed to have taken this fiendish means of revenge.

NOTANDA.

CALENDAR.

MAY.

Meteorological means based on ten years' observations to 1893.

Barometer	29.867
Thermometer	76.2
Humidity	84.0
Rainfall	15.0

TO-DAY.

WEATHER REPORT.

	On date at 10 a.m.	On date at 4 p.m.
Barometer	29.68	29.63
Thermometer	84	81
Humidity	75	84
Rainfall	—	—

TO-DAY.

Saturday, 27th May, 1899.

Chinese—*14th of 4th moon of 25th year of Kwang-sü.*

Sun—*Rises* ... 6hr. 6min.
Sets ... 5hr. 55min.
High water—*Morning* ... 9hr. 2min.
Afternoon ... 2hr. 56min.
Low water—*Morning* ... 11hr. 43min.
Afternoon ... 5hr. 0min.

ANNIVERSARIES.

1831—The keys of the British factory at Canton handed to the Chinese constabulary by the East India Co.
1841—Canton ransomed for $6,000,000.
1848—Death of Princess Sophia, daughter of George III.
1850—Attempted assassination of the Queen by Robert Pate.
1855—Capture of Kertch.
1860—Palermo captured by Garabaldi.
1879—General Grant arrived in Tientsin.
1884—Loss of the s.s. *Fosang* near Fisherman's Group.
1897—Imperial Bank of China opened at Shanghai. Russo-Chinese Bank opened at Peking.

TO-MORROW.

Sunday, 28th May, 1899.

Chinese—*15th of 4th moon of 25th year of Kwang-sü.*

Sun—*Rises* ... 6hr. 6min.
Sets ... 5hr. 55min.
High water—*Morning* ... 10hr. 10min.
Afternoon ... 3hr. 36min.
Low water—*Morning* ... none
Afternoon ... 5hr. 40min.

ANNIVERSARIES.

1871—Paris delivered; the Commune overthrown.
1872—Loss of the steamer *Douglas*.
1879—The *Kate Waters* murderers hanged in Hongkong.
1896—The Queen's statue unveiled by Governor Sir William Robinson, K.C.M.G.
1897—Outbreak of plague at Amoy announced.

CHURCH SERVICES.

St. John's Cathedral:—Communion, 7 a.m., Matins, 11 a.m., Evensong, 5.45 p.m.
Roman Catholic Cathedral:—Mass at 6 a.m., 7 a.m., 8 a.m., and 9.30 a.m. Benediction, 5 p.m.
Union Church:—Services, 11 a.m. and 6 p.m.
German Bethesda Chapel, West Point:—Morning Service, 11 a.m.
St. Francis' Church, Wanchai:—Mass (*Chin.*), 6 a.m., (*Port.*), 7.30 a.m. Benediction, 5 p.m.
St. Joseph's Church, Garden Road:—Morning Service (*English*), 9 a.m.
St. Anthony's Chapel, West Point:—Mass, 8 a.m.
Wesleyan Methodist Church:—Services, 10.30 a.m. and 5.45 p.m.
St. Peter's Seamen's Church:—11 a.m. and 6.30 p.m.

AGENDA.

MONDAY, 29th.

9 p.m. Meeting Victoria Preceptory.

TUESDAY, 30th.

Undelivered cargo per *Inaba Maru* subject to rent.

WEDNESDAY, 31st.

~~*Hohenzollern* sails for Japan.~~
Sachsen sails for Shanghai.

THURSDAY, 1st.

Cargo per *Nubia* undelivered subject to rent.

FRIDAY, 2nd.

SATURDAY, 3rd.

Lennox sails for Portland Or.
11 a.m. Mail for Europe closes.

SHIPPING AND MAIL NEWS.

MAILS DUE.

Canadian (*Empress of China*) 30th inst.
German (*Sachsen*) 30th inst.
American (*America Maru*) 4th prox.
American (*City of Peking*) 13th prox.
American (*Gaelic*) 21st prox.

* * *

THE O. & O. Co.'s steamer *Gaelic*, with mails &c. left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 25th instant.

HONGKONG AND WHAMPOA DOCK RETURNS.

Isla de Cuba	at	Kowloon Dock.
Isla de Luzon	"	" "
Hongkong Maru	"	" "
U.S.S. *Bennington*	"	" "
U.S.S. *Olympia*	"	" "
D. Juan d'Austria	"	Cosmopolitan "
Gerard C. Tobey	"	" "
Ragner	"	" "

PASSED THE CANAL.

Outward—25th April—*Ambria, Bogstad.* 27th April—*Cowrie.* 28th April—*Priam, Eastern.* 2nd May—*Bengloe, Dorothea Rickmers, Aggi, Nubia, John Adamson.* 5th May—*Tantalus.* 9th May—*Glengyle, Sarnia, Mogul, Tamarind.* 12th May—*Sydney, King Edgar.* 16th May—*Darmstadt, Nestor.*

Homeward—12th May—*Ching Wo, Prometheus.*

Shipping.

Arrivals.

CHELYDRA, British steamer, 1,574, J. T. Davies, 26th May,—Calcutta, via Penang and Singapore 20th May, General.—Jardine, Matheson & Co.

SULLBERG, German steamer, 783, Meyer, 26th May,—Newchwang 20th May, General.—Siemssen & Co.

YUENSANG, British steamer, 1,128, P. H. Rolfe, R.N.R., 27th May,—Manila 24th May, Hemp and Sugar.—Jardine, Matheson & Co.

HONGKONG, French steamer, 742, Bastian, 27th May,—Haiphong 24th May, and Hoihow 26th, General.—A. R. Marty.

FUTAMI MARU, Japanese steamer, 3,850, C. H. Hillcout, 27th May,—Melbourne, and Sydney 2nd May, General.—Nippon Yusen Kaisha.

MONGKUT, British steamer, 859, A. S. Calder, 27th May,—Canton 27th May, General.—Wo Fat.

Clearances at the Harbour Office.

Charterhouse, British str., for Amoy.
Rapia, British str., for Flukanson.
Daphne, German str., for Vladivostock.
Hailoong, British str., for Swatow.
Chiyuen, Chinese str., for Swatow.
Maidzuru Maru, Japanese str., for Swatow.
Airlie, British str., for Kobe.
Pak Kong, British str., for Canton.
Kwai Lun, British steam-launch, for Macao.
Dosing, American str., for Wuchow.
Hoihao, French str., for Hoihow.
Ariake Maru, Japanese str., for Kutchinotau.
Mongkut, British str., for Chefoo.

Departures.

May 27, *Parramatta*, British str., for Europe.
May 27, *Tientsin*, British str., for Shanghai.
May 27, *Ambria*, German str., for Shanghai.
May 27, *Hating*, French str., for Hoihow.
May 27, *Gairloch*, British str., for Amoy.
May 27, *Daphne*, British sloop, for Nagasaki.
May 27, *Nanchang*, British str., for Canton.
May 27, *Kwanglee*, Chinese str., for Canton.
May 27, *Den of Ogil*, British str., for Sourabaya.
May 27, *Rosetta*, British str., for Japan.
May 27, *Chiyuen*, Chinese str., for Shanghai.
May 27, *Marie Jebsen*, Ger. str., for Hongay.
May 27, *Sullberg*, German str., for Canton.

Passengers—Arrived.

Per *Chelydra*, from Calcutta, &c.—Mrs. G. Macdonald and child, Capt. Rowin, Messrs. Black and Canning, and 525 Chinese.

Per *Yuensang*, from Manila—Mr. and Mrs. Palmer, Col. Ames, Messrs. J. Huston, R. Cochran, Kilcullin Rockett, Laing, Kuhn, Bresnen, B. S. Augustin, W. Smith, T. H. W. Price, and 39 Chinese.

Departed.

Per *City of Rio de Janeiro*, for Shanghai—Messrs. G. T. Mullan, Hoi Yuen and W. E. Schiele. For Yokohama—Messrs. K. K. Culver, Miss L. L. Culver, Mrs. H. H. Culver, Mr. and Mrs. W. D. Graham, Major St. John, Mrs. A. E. Long, and Master Seldon Long. For Honolulu—Mrs. Yuen Chang and servant, and Miss Ah Kong. For San Francisco—Messrs. Arthur Vernon, Clement Cheese, F. Ewing, H. Y. Denman, Capt. Asa Walker, Rev. H. J. von Qualen, J. A. Barr, and E. Bergman. For St. Johns, N.B.—Mr. B. Morgan, and Miss N. P. Morgan. For London—Mrs. A. E. Prant, Messrs. Geo. Leighton, and E. W. Digbey.

Per *Parramatta*, from Hongkong for London—Mr. H. Gilmour, Mr. and Mrs. J. W. L. Oliver and 2 infants, Sergt. and Mrs. Sherwood and 2 children, Messrs. A. Wodehouse Pearse, R. Aitken, C. Blake, G. E. Harcourt, and Capt. C. H. Watkins. For Marseilles—Messrs. V. Gato, V. Gaiters, S. Fernandez, T. M. Alvarez, Z. Lahorra, M. Seguta, L. M. Unamuno, C. Punente, V. Perez, and F. Albaufrea. For Colombo—Messrs. H. Muspratt, S. Haywood, Ryde and Lachman Jadu. For Penang—Mr. C. H. Horsey. For London from Kobe—Mr. F. Martin, and Miss K. Martin. From Nagasaki—Miss Atkinson and infant. From Shanghai for Marseilles—Mr. C. Dowdall, and Mrs. Montgomerie.

STEAMERS EXPECTED.

Names.	From.	Due.
Empress of China	Shanghai	May 30th
Sachsen	Singapore	May 30th
Athenian	Vancouver	May 30th
America Maru	Japan	June 4th
Hiroshima Maru	Singapore	June 5th
Olympia	Tacoma	June 6th
Bormida	Singapore	June 8th
City of Peking	San Francisco	June 13th
Gaelic	San Francisco	June 21st

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Projected Sailings" are now published in these columns, and in so doing respectfully urge the managers of shipping firms to give orders to their clerks to furnish this office, on the forms already supplied gratis with the latest available information every day.

PROJECTED SAILINGS.

Ship.	Destination.	Date.
Ambria	Havre, &c.	July 5th
America Maru	San Francisco, &c.	June 13th
Bamberg	Havre, &c.	June 15th
Bayern	Straits, &c.	July 19th
Belgian King	San Diego, &c.	June 20th
Bingo Maru	Marseilles, &c.	June 4th
Carlisle City	San Diego, &c.	Aug. 20th
Carmarthenshire	San Diego, &c.	July 20th
Chelydra	Singapore, &c.	June 2nd
Ceylon	London	June 15th
China	San Francisco, &c.	July 18th
City of Peking	San Francisco, &c.	June 22nd
City of Rio	San Francisco, &c.	Aug. 12th
Columbia	Portland, &c.	July 8th
Coptic	San Francisco, &c.	June 6th
Deike Rickmers	New York, &c.	July 10th
Diamante	Manila, &c.	June 1st
Doric	San Francisco, &c.	July 25th
Emp. China	Vancouver, &c.	June 7th
Emp. India	"	June 28th
Emp. Japan	"	July 19th
Formosa	Amoy & Tamsui	May 29th
Futami Maru	Japan	May 29th
Gaelic	San Francisco, &c.	July 1st
Glaucus	London, &c.	May 29th
Glenogle	Victoria, B.C.	Aug. 8th
Hailoong	Swatow, &c.	May 28th
Hector	London, &c.	June 2nd
Hohenzollern	Japan, &c.	May 31st
Hyson	Singapore, &c.	May 30th
Idzumi Maru	Seattle, &c.	June 1st
Indrapura	New York, &c.	June 29th
Java	London	June 1st
Kintuck	London, &c.	June 13th
Kiukiang	Shanghai	May 30th
Königsberg	Havre, &c.	June 13th
Lennox	Portland, &c.	June 3rd
Maizuru Maru	Swatow, &c.	May 28th
Nanchang	Tientsin (Direct)	June 1st
Nippon Maru	San Francisco, &c.	Aug. 3rd
Olympia	Victoria, B.C.	June 17th
Preussen	Singapore, &c.	Sept. 13th
Prinz Heinrich	Straits, &c.	Aug. 16th
Queen Margaret	San Francisco	Ok. desp.
Sachsen	Straits, &c.	June 21st
Siberia	Havre, &c.	May 30th
Socotra	Japan	June 19th
Tacoma	Victoria, B.C.	July 29th
Taiyuan	Port Darwin, &c.	June 15th
Tartar	Canada, &c.	June 1st
Thales	Swatow, &c.	May 30th
Thyria	San Diego, &c.	June 10th
Undaunted	New York	May 29th
Victoria	Victoria, B.C.	July 4th
Vortigern	New York	May 31st
Yuensang	Manila (Direct)	May 30th

FOOD for Consumptives.—Scott's Emulsion of Pure Cod Liver Oil with Hypophosphites of Lime and Soda is a most wonderful food for the Consumptive. It not only gives strength and increases the flesh, but heals the irritation of the throat and lungs. It is very palatable, children take it like milk, and in all wasting diseases both for adults and children it is a marvellous food and medicine. Any Chemist can supply it. Sole Agents for Hongkong and the Empire of China—Watkins & Co., Hongkong. [illegible]

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
FUTAMI MARU ..... C. H. Hillcoat	NAGASAKI, KOBE and YOKOHAMA	MONDAY, 29th May, at 4 P.M.
*IDZUMI MARU ..... M. J. Curnow.....	SEATTLE, (WASH., U.S.A.,) VIA KOBE, YOKOHAMA & VICTORIA, B.C.	THURSDAY, 1st June, at 4 P.M.
BINGO MARU ..... G. E. P. Cook	MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, PENANG, COLOMBO and PORT SAID.....	SUNDAY, 4th June.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 25th May, 1899. [6

MILWAUKEE BEER

IS FAMOUS

PABST

HAS MADE IT SO.

CARLOWITZ & CO.,
SOLE AGENTS.

Hongkong, 9th December, 1898. [1399

J. J. CARNAUD, 3, rue d'Argout, PARIS
TIN BOXES
STAMPED ARTICLES
FOR
MILITARY EQUIPMENT
M. OPPENHEIMER & Co, Paris

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,
PRAYA CENTRAL HONGKONG,
SOAP MANUFACTURERS,

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES,
&c., &c., &c.,

Sole Agents for
FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c.
EVERY KIND OF
SHIP'S STORES AND REQUISITES ALWAYS IN STOCK
AT
REASONABLE PRICES.

Hongkong, 14th May, 1896. [39

CARBOLINEUM AVENARIUS
USED FOR OVER 20 YEARS.
With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness.

Sole Agents for China,
LUTGENS, EINSTMANN & Co.

Hongkong, 11th September, 1896. [19

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.
Sole Agents in the East for the amalgamated CLEMENT, HUMBER and GLADIATOR Co., Ld., DUNLOP TYRES'S BICYCLES—PRICE...$160.
A special reliable Watch made for this Climate.
Quality A.....$16
Quality B.....$12
10, QUEEN'S ROAD CENTRAL,
21] Opposite the Telegraph Office.

STENTING,
SURGEON DENTIST,
No. 10, AGUILAR STREET,
TERMS VERY MODERATE.
Consultation free.

Hongkong, 7th September, 1898. [43

MITSUI BUSSAN KAISHA.
No. 6, Ice House Street, Praya Central.

Head Office:—TOKIO.
Branch Offices:—
LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHWANG and all Ports in JAPAN.
Agencies:—
Miiki Coal Mines.
Ohmiura Coal Mines.
Kanada Coal Mines.
Tokyo Marine Insurance Co., Limited.
Meiji Fire Insurance Co., Limited.
Imperial Government Paper-Mills, Japan.
Cotton Cleaning and Wkg. Co., Shanghai.
Onoda Cement Company, Japan.
Kanegatuchi Cotton Spinning Mill, Japan.
The Miike Cotton Spinning Mill, Limited.
Tokyo Cotton Spinning Mill, Japan.
Hayashi Clock Factory.

Hongkong, 11th December, 1896. [45

NOTICE.

THE OFFICES of the "HONGKONG TELEGRAPH" have This Day been removed to No. 50, QUEEN'S ROAD CENTRAL, Second Floor, (the premises formerly occupied by Messrs. POWELL & Co.) to which address all communications should be addressed.

ETH. F. SKERTCHLY,
Manager.

Hongkong, 1st May, 1899.

DENTISTRY.
S.U.I. SANG,
(Lately Practising with Dr. I. SAKATA),
DENTIST,
No. 4, Queen's Road Central.

Hongkong, 8th March, 1899. [18a

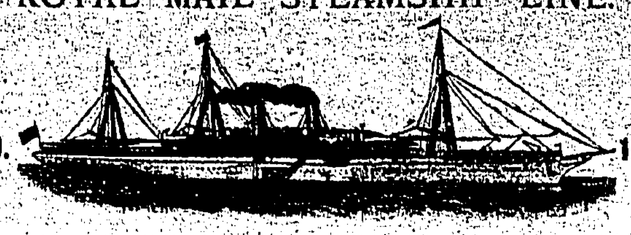
MEE CHEUNG,
PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, IN *Ice House Road.*

Is now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.
GROUPS AND VIEWS
a specialty.

Hongkong, 22nd September, 1898. [45

Mails.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.

1899.  1899.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 7th June, 1899.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 28th June, 1899.
EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R.....WEDNESDAY, 19th July, 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Pedder's Street.

Hongkong, 17th May, 1899. [3

CANADIAN PACIFIC RAILWAY COMPANY.

FOR PACIFIC COAST, CANADA, AND THE UNITED STATES.

THE C. P. R. Company's Steamship

"TARTAR,"

4,425 tons gross register,
will be despatched on or about THURSDAY, the 1st June, for VICTORIA, and VANCOUVER, VIA MOJI, KOBE, & YOKOHAMA.

The Vessel has Excellent Accommodation for Saloon Passengers. Through Tickets issued to all Points.

Through Bills of Lading issued to PACIFIC COAST, CANADA, and the UNITED STATES.

For Information as to Rates of Freight and Passage, &c., apply to
D. E. BROWN,
General Agent.

Hongkong, 18th May, 1899. [674a

TOYO KISEN KAISHA.

TO SAN FRANCISCO, *VIA* INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 13th June, at Noon.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Thursday, 3rd Aug., at Noon.

THE Steamship

"AMERICA MARU,"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 13th June, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 22nd May, 1899. [1432a

NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FROM VICTORIA, B.C., AND TACOMA.
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY CO.

Olympia...	2,837	J. Truebridge ...	June 17.
Victoria...	3,502	J. Panton.....	July 4.
Tacoma ...	2,811	A. Dixon.....	July 29.
Glenogle...	3,750	J. McGillivray...	Aug. 8.

ALSO
FOR PORTLAND, OREGON,
IN CONNECTION WITH
OREGON RAILROAD AND NAVIGATION COMPANY.

Lennox	3,677	Williamson	June 3.
Columbia	2,976	N. Moncur.	July 8.
Monmouthshire	2,874	W.A.Evans	July 22.
Lennox	3,677	Williamson	Aug. 19.

THE attention of Passengers is directed to the very cheap rates offered by the Line,
HONGKONG TO LONDON £47.
Excellent accommodation. First-class Tables. DOCTOR and STEWARDESS carried.
HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate; and *one copy must be sent forward by the steamer* to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to
DODWELL & CO., LIMITED.
General Agents.

Hongkong, 23rd May, 1899. [4

FOR SAN FRANCISCO,
THE 100 A1 British Bark

"QUEEN MARGARET,"

Fraser, Master, will load for the above Port, and will have quick despatch.

For Freight, apply to
SHEWAN, TOMES & Co.

Hongkong, 16th March, 1899. [1533

For Sale.

NOW READY.

HONGKONG RACES, 1899.

THE "HONGKONG TELEGRAPH'S" ACCOUNT OF THE
1899 RACE MEETING
with TABULATED STATEMENTS of PLACED and UNPLACED PONIES, JOCKEYS and OWNERS.

PRICE 50 CENTS,
Only a limited Number printed.
Send Orders early to
The Manager,
"HONGKONG TELEGRAPH" OFFICE,
50, Queen's Road Central.

Hongkong, 6th March, 1899.

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

SANITARY SOAP. "JEYES' FLUID" DISINFECTANT SOAP.

AVOID ALL RISK OF OUTBREAK BY ITS USE.

HUTCHISON & Co.
Bank Building.

Hongkong, 22nd May, 1899. [1432

Mails.

NORDDEUTSCHER LLOYD. (*Freight Service*) — **HAMBURG-AMERIKA LINIE.** (*East Asiatic Service*)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	
*SIBIRIA ..... Hildebrandt	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	About 20th May	Freight and Passage.
*KONIGSBERG.... Christiansen	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	About 13th June.	Freight and Passage.
BAMBERG ..... Mayer	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	About 15th June	Freight.
*AMBRIA ..... Burmeister	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	5th July.	Freight.
DEIKE ... RICKMERS ...	NEW YORK via SUEZ CANAL.	About 10th July	Freight.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

Calling at NAPLES for Passengers only, if sufficient inducement offers.

For further particulars as to Freight, Passage, &c., apply to
CARLOWITZ & Co.,
Agents.

981]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.
IN CONNECTION WITH
THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN FRANCISCO AND SAN DIEGO *VIA* INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to Japan PORTS and HONOLULU, The UNITED STATES, MEXICO, CENTRAL & SOUTH AMERICA, &c.

Thyra.....	3,406	about	June 10
Belgian King	3,379	about	June 20
Carmarthenshire.	2,929	about	July 20
Carlisle City.....	3,002	about	Aug. 20

THE Steamship

"THYRA,"

will be despatched for SAN FRANCISCO and SAN DIEGO VIA NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on or about the 10th June.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For futher information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, China and Japan.

Hongkong, 27th May, 1899. [1530

U.S. MAIL LINE.
PACIFIC MAIL STEAMSHIP CO.
VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu).....	Thursday, 22nd June, at Noon.	
China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....	Tuesday, 18th July, at Noon	
City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Saturday, 12th Aug. at Noon.	

THE U. S. Mail Steamship

"CITY OF PEKING,"

will be despatched for SAN FRANCISCO, *via* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on THURSDAY, the 22nd June, at Noon taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNITED PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 12th May, 1899. [2

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY,

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).	Tuesday, 6th June, at Noon.	
Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Saturday, 1st July, at Noon.	
Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).	Tuesday, 25th July, at Noon.	

THE Company's Steamship

"COPTIC,"

will be despatched for SAN FRANCISCO, *via* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 6th June, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year, will be allowed a discount of 10 per cent. *This allowance does not apply to through fares for China and Japan to Europe.*

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 12th May, 1899. [2

NORDDEUTSCHER LLOYD.

NOTICE

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION).

Sachsen	Wednesday	21st June.
Bayern.....	Wednesday	19th July.
Prinz Heinrich.	Wednesday	16th Aug.
Preussen.....	Wednesday	13th Sept.
Sachsen	Wednesday	11th Oct.
Bayern.....	Wednesday	8th Nov.

ON WEDNESDAY, the 21st day of June, 1899, at 9 A.M. the Company's Steamship "SACHSEN," Captain F. Clemens, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

MONDAY, the 19th June. Cargo and Specie will be received on board until 5 P.M. on the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required. No Parcel Received after 20th June. Contents of Consular Invoices to accompany Cargo destined for Japan, £2 50 and Parcels destined to Points beyond San Francisco in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco. No Parcel Received after 20th June.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 22nd May, 1899. [1432

SHANGHAI NOTES.

May 21st.

The Committee of the Gun Club are now arranging a handicap which is shortly to be shot for, the prize being a very handsome piece of plate presented by a visitor. An amusing little incident occurred the other day when a member of the Gun Club had a little to say about revolver shooting, a visitor also thought he knew a little about the game and the result was the arranging of a match, twelve shots at a dollar a shot—result $9 for the visitor. "Double or quits" was the next offer from the vanquished Shanghailander, but the visitor thought the task was too easy and stated that his wife could take his place and win—she did, and the eighteen Mexicans purchased a very pretty piece of silk.

* * *

People of every nationality will be glad to hear of the successful organization of a German Choral Society under the directorship of Professor Sternberg and also to learn that the first concert will take place in the Masonic Hall on the 25th inst. We have many a time longed to hear again the old Liedertafel of the German Club which gave us certainly the best part singing ever heard in Shanghai, but now the new Society will no doubt fill the breach.

* * *

The time will soon arrive when we shall be listening to the band in the Gardens after dinner. Many who enjoyed the music last summer, judging from their applause also appreciated some part songs that were given in a very unpretentious way, by a few ladies and gentlemen between the band pieces. If our worthy Bandmaster could arrange that occasionally we should hear some part singing "between the waits" this summer, both he and all who assisted him would command our very best thanks.

* * *

I have been very glad to hear during the week from one of our prominent jockeys, who takes great interest in the Horse and Pony Show, that with regard to its being held in the Autumn "there's no such word as fail." A very influential committee has been partially formed already, and the intention is to get all details arranged before the Autumn Races take place. This is good news, and I trust that in the future we shall not think of allowing the Horse Show to "stand down" any more than we do the Autumn Race Meeting.

* * *

I observe from home papers that Lady Harberton claims to be quite as much an apostle of modesty as the Surrey landlady. Both of these ladies figured largely in the latest mail papers. Low-necked evening dresses, Lady Harberton claims, are incompatible with self-respect and pandering to a debased craving are unwomanly, and are made for the purpose of displaying the naked form. Lady Harberton would cover up the shoulders of women and uncover their legs to the public gaze. She holds there is no reason why a beautiful woman should bare her arms and shoulders in public, but that there are many valid reasons why she should wear knickerbockers and display her legs below the knee. Low-necked dresses, she says, are debasing, but short skirts are elevating; the former appeal to the passion of man, the latter to his common sense. M'yes. It is curious to reflect that Lady Harberton was once a Miss Legge.—"DAYBREAK."

A LOOK ROUND AT KEW.

THE QUEEN'S COTTAGE GROUNDS.

Mr. Chamberlain, as is known to some, takes a great interest in Kew Gardens, especially in the orchid house and the palm house. The right hon. gentleman has just manifested his interests by presenting to the garden authorities three handsome, healthy-looking palm trees (Kentias), one of which is thirty feet high. The trees arrived from Highbury, Mr. Chamberlain's place near Birmingham, one Wednesday, and next day two of them were placed in the palm house and the third in the new wing of the temperate house, under the supervision of Sir William Thistelton Dyer, director of the gardens.

Mr. Akers-Douglas, in reply to a question in the House of Commons the other evening, stated that the Queen's Cottage Grounds would be thrown open to the public on May 1st. When, in the early years of her Majesty's reign, Kew Gardens, comprising some 260 statute acres, were thrown open to the public, about 40 acres in the south-west portion were reserved as her Majesty's private grounds, and fenced off. In the midst thereof is the Queen's Cottage, a picturesque, ivy-mantled, thatched building, in which, in the days of the later Georges and William IV. Royalty was accustomed in summer time to take afternoon tea. Her Majesty has not used the grounds for many years. They are well-wooded with chestnut trees, beeches, and oaks, many of which are covered with ivy and other creepers, and they are rich with wild plants, some rare varieties of which are found here. In the month of May the grounds are covered by a "sea of bluebells." Birds, too, have made their home here. It is estimated that between sixty and seventy varieties may be counted, including kingfishers, pheasants, partridges, thrushes, and blackbirds galore, large jays, owls, goldfinches, woodpeckers, wrens, and tomtits.

A representative of the *Pall Mall Gazette* had a look over the place recently. The authorities, it may be explained, will not throw the grounds open entirely. Wild flowers and the birds will be protected by a fence against vandalism; but a broad pathway, about half a mile long, has been made, leading to the King's Steps and the Old Deer Park, and the abundant undergrowth has been thinned. To this semi-circular path visitors will have free access, and from it they will be able to command good views.

Last year the orchid house was reconstructed, and the Office of Works authorities have resolved to proceed with the reconstruction of the north wing of the economic house immediately. The new wing will have a lantern ventilation, and in other respects modern improvements in the conservatory building will be applied.—*Pall Mall Gazette*.

STEAM ROLLER CHARGES A TOLL-GATE.

Haxey, a village in North Lincoln, possesses a toll-gate. The Gainsborough Rural Council possesses a steam roller which in pursuit of its duty has often to go Haxey way. The toll-gate keeper insists that the roller shall pay toll; the Council is advised that it is exempt from the impost, and accordingly the toll-gate keeper was informed that in future the steam roller would not pay. He, on his side, intimated that he should not let it pass without receiving the customary half-crown.

So one day recently the gate was closed when the roller came up. Payment of the fee was promptly refused by the driver, and the gate remained closed. Then the driver determined to get through, put on full steam, and charged the toll-gate, reducing it to matchwood and passing on gloriously triumphant. The Rural Council has approved the action.

THE FIRST JAPANESE SOCIETY IN LONDON.

TO THE EDITOR OF THE "KOBE HERALD."

SIR,—As the Japan Society is now in evidence, in consequence of the visit of one its most active founders, it may be of some little interest to your readers, to have some account of the first attempt to organize a Society in London, with the object of disseminating reliable information about "Things Japanese," and gathering enthusiasts under one organization.

In the early eighties, opportunity was availed of on the occasion when some lectures on Things Japanese were delivered in London, to propose the organization of a society of enquirers into Japanese Art, Religions, Literature, Folk-lore, &c. Sir Edward Reed, Sir John Lubbock, Sir P. Cunliffe-Owen, and a number of ladies and other gentlemen, supported the project. Several successfull meetings were held at the Society of Arts, Adolphi; the Royal Asiatic Society, the Royal Society of Literature, and other suitable places; and successful progress was being made amongst the limited circle particularly interested.

Sir Rutherford Alcock was a member of the Council of The Society of Arts, &c; and he expressed his opinion that it was premature to attempt to form any separate society for Japan. The Society had been named "The Nipon Institute." Sir Rutherford proposed at a meeting of the Council of The Society of Arts "That the work proposed by the Japan Institute should be incorporated in the Foreign and Colonial Section." He carried this, thereby practically shelving the embryo institution, as he avowedly wished to do. This arbitrary action was taken without consulting the members of The Nipon Institute, who had paid their half guinea entrance fee, covering first annual subscription.

Work was continued, as far as possible independently; but it was found to be difficult to make headway; and no further subscriptions were accepted. A balance on the wrong side—expenses for hire of rooms, attendance, notice of meetings, printing, postage, &c.—was partly refunded to the Honorary Treasurer by a few friends of the movement: W. S. W. Vaux, F.R.S., Secretary of the Asiatic Society, and of The Royal Society of Literature, heading the list with two guineas. Sir Edward Reed had already contributed a cheque for five guineas. The Clerical Staff of the Society of Arts audited the accounts. Thus more than ten years before the present successful Society came into existence, there was sufficient interest in Japan to have created a very useful Society, had there not been so strong an undercurrent of opposition.

A recent list of members of The Japan Society shows that there are over thirty who were enrolled in 1891, and nearly sixty in 1892. The Society's membership has increased very rapidly, by election, since.

Many of those who are members of the present Society supported the earlier effort.

I am, Sir,
Yours faithfully,
P.

Kobe, April 10th, 1898.

"ROUND THE WORLD BY A MADMAN."

We have received a visit from a M. Jesse Brandani, an Italian hailing from Calcinaia in the department of Pisa, who is working his way round the world dressed in a Troubadour's costume. The principal points in our visitor's programme are that he shall not demand any pecuniary assistance or exercise any profession about which he knows anything, and that in the course of ten years he is to visit the principal cities of the world wherever civilisation has penetrated (Kobe included). He started from Paris in 1890 and in 1900 he hopes to give a lecture in the French capital on "Round the World by a Madman." As M. Brandani seems in very good health and is evidently well fitted for the task, we have no doubt he will deliver the lecture. His wanderings, as he himself relates them, have certainly been very erratic. He first went to America, then returned to Europe, got as far east as Palestine, and then drifted back to Northern Europe. From there he went to St. Petersburg, and after crossing Siberia he came to Japan *via* Vladivostock. The way he supports his existence is by giving a "Conference Concert," which is a mixture of lecture, music and acting. Although, as he says, he can neither sing nor play, by this means he has done his best to gain some money. He has performed in Tokyo, Yokohama and Nagasaki, and we understand it is also his intention to give a performance here.

BAR IN A CHURCH.

A wealthy brewer of Milwaukee has done many things anent his brewery to cause comment, but his latest move in buying one of the oldest churches in the city and transforming the house of worship into a saloon, the likeness of which does not exist in this country, surpasses all his previous exploits. The First German Methodist Church was established half a century ago. It adjoins his brewery, and has for a long time been greatly desired by the brewer, so he paid a handsome price for it, and the congregation moved into another building. In the basement, where Sunday school was formerly held, a beer vault will be established, the old chancel being used as the bar. In the auditorium of the church proper a banquet hall is being fitted out, and where the altar was there is now being erected a stage for the entertainment of the guests who may meet there.

The beer vault will be fitted out in old Teutonic style with historic battle axes and furs for decorations. The whole building will be made as unique as possible, and will be remodeled at a big expense. The church spire will be transformed into an observatory.

A RECORD GOLF SCORE.

It is sometimes said that out in India the golfer's hand loses its cunning amid the somewhat depressing surroundings and associations of burnt-up maiuans and parade grounds. There is little evidence of this being the case in the extraordinary figures which our Octacamund correspondent sends us of the opening day's play in the spring meeting, says the *Madras Mail*. Playing in the handicap competition, Dr. Menzies did the round of the links in the remarkably low score of 74, a figure which is a record both in competitions and private matches. To do 18 holes in two over an average of fours is a good performance on any green, but the very slightest acquaintance with the traps and downright difficulties of the course on the Octacamund Downs is sufficient to convince one of the outstanding excellence of the play. That no mistakes were made in a score such as this goes without saying, and in the full round there were no less than half-a-dozen threes. The ground, thanks to the recent showers and to continued attention since last monsoon, was in excellent order, but that in no way detracts from the merits of this performance, on which we feel sure the golfing fraternity of South India will join us in congratulating the Zemindar. It will be a long day ere it is beaten.

RUSSIAN AIMS IN THE EAST.

The Moscow correspondent of the *Standard* says the following account of Russian aims in the East is somewhat more detailed than any which has yet appeared. It is extracted from an article in the *Transcaspian Observer* dealing with Russian plans for the invasion of India:—

At the present we are not at war with England, and we have no mind to conquer India. But we must be ready for this campaign if England hinders us in the lines we have laid down for ourselves, the first steps of which, by patient efforts that have cost much blood, have already been taken. If our progress in Central Asia has become more determined, the English are themselves to blame for having closed to us the Straits into the Mediterranean, and Russia, with a growing population and increasing industries, must find an outlet for herself to a southern sea.

As Turkestan has begun to supply us more and more with raw cotton, so the Caucasus is beginning to develop her natural wealth. Great factories are already building to work up the raw materials of Turkestan. The cotton, silk, and wool of Persia likewise present immense material for our exploitation if we cut a railway through Persia and make a more thorough acquaintance with the country. After the Emperor William's trip to Palestine, the question of this railway can no longer be postponed. We must be before the Germans on the Persian Gulf. Our main line must run from the Caspian to Teheran, Ispahan, Yzed, Kerman, Bampore, and the coast of Persian Baloochistan; from the main line a branch might be made to the Persian Gulf. Neither in Persia nor in Mesopotamia must there be any other influence than Russia's.

In this way the fundamental object of our progress southward must be the interests of trade and industry. But it would quickly take the form of a menace if England should oppose our progress. Certain complications might lead to war. The conquest of India could not, of course, bring us any advantage, but it would entirely uproot England economically, and reduce her to the state of Holland. These views should be understood by English statesmen, and ought to dissipate their excessive suspicion while undermining their confidence in those fanatic foes of Russia among the rulers and generals of India. They must understand, and never lose sight of the fact, that we have no need to overturn their empire in India, if only they do not oppose the natural aspirations of Russia towards the south, to which she has the right of a great and powerful people.

The termination of the "main line" and the "branch" respectively, though not named, the correspondent adds, are obviously the seaports of Chahbar and Bunder Abbas, about which it is believed a secret treaty was concluded between Russia and Persia some fifteen years ago on the basis of a memorandum for the occupation of Persia, drawn up by the present Russian Minister for War, General Kuropatkin. The resuscitation of this question at the present time is not without a special interest, in view of recent occurrences at Muscat. With Russia at Chahbar and France at Muscat on the opposite side of the Gulf of Oman, the two "friendly and allied" nations would doubtless find themselves ideally situated for any further designs of aggrandisement on the basis of the demands of a trade and industry yet to be created.

A FIRE RESISTING MATERIAL.

INTERESTING EXPERIMENTS.

The fire at the Windsor Hotel, New York, and the one more recent and more nearly touching us at Hyde Park Court, have aroused a vast amount of interest in the subject of fire resistance. Many so-called fireproof materials have been advocated from time to time, but none has been really satisfactory. However, from a practical demonstration given recently at the premises of the Ozone Works, in Vine-street, Lambeth, before a few interested persons, including General Campbell of the Royal Engineers, Mr. J. B. Westcott from the Office of Works, the House of Commons engineer, and a representative of the *Pall Mall Gazette*, it may confidently be asserted that the problem is in process of solution, if it has not in reality been solved. The substance which was experimented with, and subjected to very searching test, is known as Rous's fire-resisting and non-conducting material. Perhaps some other and handier name will be chosen before long. The inventor, Mr. H. Rous, was present in person, and he was assisted in the experiments by Colonel Engledue (late R.E.), who has evidently great faith in the qualities of the material. It is composed of a combination of chemicals mixed with lime and a vegetable fibre. The method of manufacture is quite simple, and any labourer could do the mixing in an ordinary pug-mill. Only one of the ingredients, tungstate of soda, is at all expensive. By the way, it is interesting to note that Mr. Rous some time ago proposed using these sodium salts for rendering textile fabrics non-inflammable and also waterproof. The other day, an admirable one for such experiments, he was walking about dry and comfortable beneath an overcoat treated in this way.

The great advantage of the fire resisting material is that it can be rendered on laths, and that it adheres to iron. It is also claimed that it stands immersion in water when taken from a hot furnace without disintegration, but that was not apparent from the experiments.

The first test consisted in applying the blow-pipe to a piece of the material some three-quarters of an inch thick. Even after twenty minutes subjection to this intense heat it was possible to place the finger without inconvenience on the top side of the substance. It was then removed, and a close inspection followed. One could not see beyond a slight discolouration that it had been really affected. Then by way of comparison a piece of asbestos fibre was played on by the blow-pipe. In fifteen minutes the top side was unbearable to the hand. Then silicate of cotton, which is often used for packing purposes, was tried by the gas under pressure. In almost less than a minute it had burnt a hole through.

Even more interesting was the next test, which consisted in placing a piece of deal, lath, around which the substance had been plastered to the depth of three-quarters of an inch, in the midst of a boiler furnace. It remained there half an hour, at the end of which time it emerged almost as unsinged as Shadrach, Meshach, and Abednego in similar circumstances. The block was charred to the depth, perhaps, of half an inch. The substance was then chipped off with a spade, and beneath was discovered the wood entirely unaffected. Though the furnace must have been at a heat of several thousands of degrees, a piece of lath, when detached from the deal, did not certainly possess a greater heat than 70 deg. Pieces of substance thrown on an open coke fire seemed to be uninfluenced.

It really seems a very valuable invention, and the experts were visibly impressed. The interior aspect of the substance is something like bath-brick externally; it has the appearance of rough plaster. The inventor thinks that among its other uses, it will take the place of concrete in fireproof floors. Concrete, he says, is not a non-conductor, whereas this substance is.

THE GREAT STRAND IMPROVEMENT.

GAIETY THEATRE TO BE DEMOLISHED.

The Select Committee, presided over by Mr. A. H. Brown, who have been for two days engaged in the consideration of the Great Northern and Strand Railway Bill, the preamble of which has been passed, recently considered the bill containing the proposal of the London County Council for the demolition of houses in the neighbourhood of St. Mary-le-Strand, St. Clement Danes, Holywell-street, and Catherine-street (which will involve the destruction of the Gaiety Theatre), and the construction of a wide thoroughfare from Southampton-row to the Strand.

The counsel for the bill were Mr. Pope, Q.C., Mr. Freemen, Q.C., and Mr. Talbot. There were numerous petitioners, many of whom were represented by counsel.

Mr. Freeman, in opening the case for the promoters, said the Improvements Committee of the County Council had recommended that a commencement should be made by clearing away the Holywell-street block of houses at an estimated cost of £569,000. The Council adopted the recommendation in July, 1896, and Parliament sanctioned it in 1897. The County Council were now acquiring the whole of the property between Holywell-street and the Strand, and they would very soon be in a position to carry out that part of the Improvement. In November, 1897, the Council decided to undertake the second part of the general scheme by widening Southampton-row, and that also had been sanctioned by Parliament at an estimated cost of £162,000, and now was being carried out. And the scheme had been sanctioned for dealing with the insanitary area of Clare Market under the Housing of the Working Classes Act of 1890, the estimated cost being £216,000. The present scheme involved the utilization of that area.

The contemplated alterations would displace 3,030 persons of the labouring classes, all of whom would be provided for by the County Council, this number being in addition to the persons displaced in Clare Market. About 500 of the total number were dependent on occupations in the immediate locality and accommodation had had to be found for them in the immediate vicinity of the houses being taken away. They would be accommodated on the cleared land adjacent to the improvement, and the Council would be able to effect this arrangement without using any part of the frontage for the new street for artisans' dwellings. The cost of providing land for the housing of these 3,030 persons so dispersed was estimated at £,150,000. The Millbank site was capable of accommodating 4,400 persons of the labouring class. A portion of the site had been appropriated already for housing 1,500 persons dispersed under the Clare Market scheme which the Council had carried out.

CENTRAL ARGENTINE MEETING.

The meeting of the Central Argentine Railway went through with *éclat*. Increased traffics and bright prospects made the task of the chairman an agreeable one. He pointed out that the increase in the traffics during the past fifteen weeks was nearly £70,000. Indeed, Major Isaacs, as a shareholder, in the discussion pointed out that the company on the basis of the past three months was earning at the rate of 8 per cent., but the chairman, evidently anxious not to endorse this optimistic forecast, pointed out that the company, during the remainder of the year, could not expect to work at the low percentage of 43.6 per cent. Further, that the past three months was the best quarter of the year. As to the amalgamation the chairman said that in arriving at comparative values the present net earnings in conjunction with the net earnings of recent years, together with the probable increase in net earnings in the future would be the general basis of the fusion. The report was adopted.—*Pall Mall Gazette*.

A HINT FOR ELECTRO-PLATERS.

If a simple method of coating wood electrically with metallic deposits of silver or copper could be devised, says a contemporary, there should be a considerable demand for such articles for ornamental parts of various articles of furniture, mouldings, picture frames, &c. Mr. C. F. Barnes describes, in the *Electrical World*, a method which, he believes, will meet the requirements. The operation is briefly as follows:—The wooden article is first saturated with copper sulphate by immersing it in a solution of that substance; then removed and thoroughly dried. It is then exposed to the action of hydrogen sulphide gas, which converts the sulphate of copper to the sulphide, which is a conductor of electricity, and also insoluble in aqueus solutions. Then the article is lightly wrapped with fine copper wire and suspended in a solution of common salt at the cathode, and a current of some density is passed. The copper sulphide is thereby speedily reduced to metallic copper by the reducing action of the cathode products. When the reduction is supposed to be completed, say, in ten minutes, the article is transferred to an ordinary copper-plating bath, where a coating of copper of any desired thickness may be performed upon the surface. The copper surface may be polished or varnished, and is very adherent.

A PETRIFIED MAN.

A curious object is now to be seen at the Royal Aquarium, London, in the shape of what is considered to be a petrified man. The figure is 6ft. long, and lies flat on the back with the legs stretched out straight and the arms pressed closely to the sides as if tightly bound. The upper part of the body is slightly twisted to the right. The chest seems rather narrow, and the ribs, of which ten can be counted on each side, stand out very prominently and look as if they had been somewhat displaced from their *true anatomical position*. The head is rather flat and long. There is a well-marked aquiline nose, but the chin and lower jaw are not well defined. The enlarged swollen condition of the lower limbs is ascribed to the circumstance that petrifaction took place in ice water. As to the history of the object, it is said to have been bought from some Chilian fishermen on the frontier of Pategonia last year, and, after being exhibited at various places in South America, has now reached London. If it is really a human being petrified it must be a specimen of quite unique interest. The British Museum has nothing of the sort, and the nearest approach to it at South Kensington consists of only a few petrified bones. Its owner believes it to be solid limestone right through. Its weight, which is stated to be 800 lb., seems rather greater than would be expected for such a block of limestone. A sculptor, Don Eugenio Salaya, who saw it when it was exhibited at Paris, expresses the opinion that it had never been sculptured and that no sculptor could produce such a work.

SHANGHAI GOLF NOTES.

The golf season closed at the end of last month, and a record one it has been, every match on the card having been played in fine weather with the exception of the Handicap up on the 4th, 5th and 6th March, when the links were moist, to say the least of it, and some of the greens had water standing on them.

The Captain comes out first with four wins, including the Hankow Cup and Campbell Shield the first time—they are played for twice a year—but on the second competition had to give place to Dr. Decker, for the former, and Mr. Clement for the latter. He has also the record of 79 for the 18 holes—hard to beat. Dr. Decker comes next with three wins, the Ferrier and Hankow Cups, which he had to return to the Club, as much to the regret of the members, he was ordered away to Manila. The Doctor ran the Captain very hard as he made the splendid score of 80 for the 18 holes on the only occasion when the links were almost unplayable.

Besides the matches on the card, two Mixed Foursomes have been played; the first was won by Miss Kirkpatrick and Mr. Shadgett, after a tie with Mr. and Mrs. Johnston; for the second we have to congratulate Mr. and Miss Mann as winners, who were partners also on the opening day returning the fine score of 45 for the 9 holes.

The opening day of the Pavilion has already been fully commented on, and no doubt was a grand success. The only drawback was the absence of our late Captain, Mr. Wade Gard'ner, and the Hon. Sec., Mr. Butterworth. The handicapping was, I believe, fairly successful as from scratch to limit men there have been winners—there have also been any number of ties. The links generally have been in good order, but I cannot say the same for the greens. The Ground Secretary has a great deal to contend with as the bamboo grass will assert itself, and being so harsh stops many a good put. Would that the velvety turf on the sea coast links at home could be got here.

The Pavilion will now, I feel sure, with all its conveniences, be a fine summer resort for the members, and as 9 holes for approach shots and putting have been laid out, also a bowling green in front, in course of construction, together with the fine, cool verandah overlooking the cricket ground, there ought to be no lack of interest. It is proposed, I believe, to have some matches during the summer and no doubt the play of several of our beginners was much improved by the practise last summer and even the old 'uns did not despise the short holes.—"NIBLIK."

A CHINESE VIEW OF OUR ASIATIC RELATIONS.

(From *The Literary Digest*).

Wu Ting-Fang, Chinese Minister to the United States, made an address before the American Academy of Political and Social Science at Philadelphia last week which attracted attention by reason of his presentation of the Chinese side of the Far Eastern question. He suggested that much that is inherently good in Chinese life and achievement has been ignored: that China is a survival of the fittest, while Egypt, Persia, Greece, and Rome have successively perished. He declared it to be a mistake to suppose that China had been stationary, and he continued:

"The meeting of the Chinese and Western civilizations is a meeting of two social forces. We must look for the result not in the complete neutralization of one force by the other, but in the union of the two forces. It is the recovery from the shock of the collision that requires time. After the union of the forces is effected, movement in the resultant direction may be expected to be rapid."

Touching the troubles over missionaries, the Chinese minister said:

"In all the treaties which China has concluded with Western powers, there is an article generally known as the 'Toleration clause.' This article provides in effect that Christianity inculcates the practise of virtue, and that those professing or teaching it should not be harassed or persecuted. This apparently innocent provision has not, however, helped to further the cause of Christianity in China. It must be borne in mind that this official recognition of Christianity was first obtained from her after a disastrous war. The clause was no doubt inserted with the best of intentions. But it had the apparent effect of exciting in the native mind the undeserved suspicion that a deep-laid political object was intended under the cover of religion. It was hardly necessary, as the subjects of every treaty power are all protected under the general provisions which apply equally to missionaries. Unfortunately, most of the troubles occurring in China have arisen from riots against missionaries. Hence it has been said by some foreigners in China that, without missionaries, China would have no foreign complications. I am not in a position to affirm or deny this."

Supposing that a number of Confucian proselyters in large American cities met with troubles of their own raising, he asked:

"What would be the consquence if, instead of taking hostile demonstrations of this character philosophically, they should lose their temper, call in the aid of the police, and report the case to the Government at Washington for official interference? I verily believe that such action would render the missionaries so obnoxious to the American people as to put an end to their usefulness, and that the American Government would cause a law to be enacted against them as public nuisances. Can it be wondered at, then, that now and then we hear of riots occurring against missionaries in China, notwithstanding the precautionary measures taken by the local authorities to protect them? It must not be understood that I wish to justify or extenuate the lawless acts committed by ignorant mobs, nor do I deprecate the noble and unselfish efforts of Christian missionaries in general who spend the best part of their lives in China. What I desire to point out is that the preaching of the Gospel of Christ in the interior of China (except with great tact and discretion) will, in the nature of things, now and then run counter to popular prejudice and lead to some disturbance."

China, Mr. Ting-Fang asserted, has treated all foreign nations alike; the "*open-door*" is in the line of her policy; she wants peace and desires to be let alone. He proceeded:

"Some people call themselves highly civilized, and stigmatize others as uncivilized. What is civilization? Does it mean solely the possession of superior force and ample supply of offensive and defensive weapons? I take it to mean something more. I understand that a civilized nation should respect the rights of another nation, just the same as in society a man is bound to respect the rights of his neighbour. Civilization, as I understand it, does not teach people to ignore the rights of others, nor does it approve the seizure of another's property against his will. It would be a sorry spectacle if such a glaring breach of the fundamental rights of man could be committed with impunity at the end of this nineteenth century. It would be better to live among the people who practise the tenets of Confucius and Mencius than among a people who profess to believe in the highest standard of morality but do not practise what they believe. The splendors of Tammany's Hall

be changed so as to read 'Better fifty years in Cathy than a cycle in Europe.'"

Russia, the speaker likened to "the leviathan," which, having no vitals, can not be mortally wounded, however severe the blow may be, with limitless numbers entrenched in her remote and unassailable strongholds she can neither be ousted from her possessions nor prevented from advancing":

"It is madness to abate one particle of the issue and declare that something ought to be conceded for the cause of peace, to pretend, as do some Englishmen already weary of the strain, that Russia if given Northern China, or Constantinople, or a port on the Persian Gulf, will be content. She is not striving for portions, but for the whole of Asia; when she has gained this she knows, and we must eventually agree, that nothing human can resist her. Fortunately for the cause of freedom, America has just discovered that she is necessarily involved in the affairs of Eastern Asia; that she has a stake in common there with others whom she can already undersell in distant as well as in domestic markets; that her business compels her to join in the work of reducing barbarians to order and educating them; finally, and perhaps most fortunately of all for the present crisis, that there is no real antagonism between the mother country and her once rebellious colony, but that friendly co-operation has only to be proffered to be eagerly accepted. When we realize that the menace of Russian aggression affects not only the political supremacy of Great Britain in Asia, but the free exercise of those high aspirations which are vital to the existence of every regenerate people, we will cease to imagine vain fears of imperialism and assemble the utmost strength of the enlightened West against that portentous imperialism embodied in the spirit of a devouring and devastating East. Finally, when we appreciate the fact that to secure China is the *sine qua non* of Russian designs for the establishment of a universal empire, that, without her wealth and willing hands, the Muscovite can never become master of a double continent, and so of the world, we will listen before it is too late to the Macedonian cry of that misgoverned nation to go over and help them."

* * *

CHLOROFORM AND BURGLARY.—"It is seldom that the reverse side of a great question is turned to view as nicely as the Chinese minister exhibited the missionary question at Philadelphia. His statement of the case as it stands was made dispassionately and without the slightest show of prejudice; but the unmistakable truth of his argument must have left his hearers dumb. In trade, in law, and even in politics each side usually concedes something to the other and shows more or less respect for opposite opinions, but in religion, each is intolerant; there is no compromise, no middle ground. Christian nations have forced themselves into China with sword and musket. They have compelled the Chinese to enter into treaties, regardless of their prejudices. Not satisfied with the usual terms of treaties, which guarantee the safety of foreign subjects, the Chinese were compelled by a bloody war to add a 'toleration clause,' admitting Christian missionaries to proselyte among them.

"The missionaries began by assailing the doctrines of Confucius, which represented a development of three thousand years, asking the Chinese to discard them and accept at once a revealed religion of more recent date. A conservative people, like the Chinese, do not accept anything on the impulse of the moment. They wanted to see what Christianity has done for the Christians, and a lamentable exhibit has been before them from the day the Christian powers first broke into China until the present hour. To-day, Russia, Great Britain, France, and Germany are armed intruders upon their soil. While their missionaries are preaching the Gospel to the masses, conducting schools, and risking their lives in the service of the Prince of Peace, the governments which sent them forth are seizing Chinese territory. They are not only ordering China to 'stand and deliver,' but they are quarreling among themselves over the division of spoil, before it is delivered into their hands.

"Under such circumstances, it is no wonder that furious mobs rise against the 'foreign devils,' and stone the missionaries to death. They have good reason for suspecting that the missionaries are sent to chloroform them with false doctrines, while their masters commit a stupendous burglary. This explains the reluctance of China to accept anything at the hands of Christian powers. They can not believe that nations which insist in practising vivisection upon them as a nation can be sincere in professing the doctrines of Christianity, and the beautiful simplicity with which their minister to the United States states the case must bring the blush of shame to the cheek of every honest citizen of the Christian powers."—*The Tribune (Sil. Rep.), Detroit*.

* * *

IDEAL AND ACTUAL DEVELOPMENT.—"The true policy of the Western powers is to maintain in China the 'open door' for the commerce of all nations, and to strengthen the central government at Peking until by new rapid communications throughout the empire and the reorganization and equipment of a new Chinese army, the central Government can stand alone against internal rebellion and against the world. Meantime, the civilization of China would be growing plastic under the constant impact of Western science and commerce, while the forward movement of a great people, unexhausted by wars and temporarily checked by mere geographical isolation, would begin again. Such would be the ideal development of China; but ideals are so often unrealized that the actual development may prove to be of a very different character. The Chinese are so virile a race, so persistent, so hard-working, and so clever, that the fear of encouraging their ultimate supremacy may lead the Western nations into the selfish course of destroying Chinese unity and trying to make the people a mere reservoir for the world's cheap labor and a market for the world's goods."—*The Republican (Ind.) Springfield*.

* * *

"Minister Wu does not quite understand a civilization whose advance agents are the 'wrecking tube and iron shard' of Kipling's 'Recessional.' But he will learn. We are doing a little 'civilizing' ourselves in the far East with those agencies, notwithstanding the golden rule and the Declaration of Independence."—*The Plain Dealer (Dem.), Cleveland*.

ALLEGED TIN DISCOVERY.

FIND IN WEST AUSTRALIA.

At Marble Bar, in West Australia, a prospector reports a very rich tin find, ten miles to the eastward of that place. The tin can be lifted in billyfuls on the surface along innumerable gullies for thousands of yards, several lodes running through very fine and soft granite country richly studded with pockets of tin ore. The townspeople are agog at the richness of the find, which is pronounced unprecedented. Three hundred acres of ground where the ore is visible, both in lodes and in seams, had been pegged out within a day of last advices. Fully five square miles of country are available for this class of mining. An assay of the ore gave [illegible] per cent. of metallic tin.

SIR T. LIPTON'S MYSTERIOUS YACHT.

DETECTIVES GUARD THE "SHAMROCK."

Sir Thomas Lipton's racing yacht *Shamrock* will be launched towards the latter part this month. It is at present being constructed in sections in a special building in Messrs. Thornycroft's yard at Chiswick, which is watched day and night by a staff of detectives under ex-Chief Inspector Littlechild. Even at the launch all the details of the *Shamrock* will not be allowed to leak out. The vessel will take the water with the keel, which is of a particularly special design, hid from view by a mass of cloth. All the information that will be vouchsafed in official quarters as to the composition of the yacht is that a rare metal, extremely light, but very durable, will enter largely into the construction. Aluminium and brass are also used. As to speed, it is said that if she comes up to expectation she will be faster than any yacht ever built.

DARING SPIES AT THORNYCROFTS.

In the early dawn of one morning in April two men were found in Thornycroft's shipbuilding yard at Chiswick.

The circumstances point to an impudently daring attempt to discover the design and the jealously-guarded secrets of construction of Sir Thomas Lipton's racing yacht *Shamrock* which is there building, and with which Sir Thomas hopes to bring the American Cup back to English waters.

It hardly needs to be said that the strictest secrecy has to be maintained with regard to the design of the vessel, the materials employed for the reduction of weight without sacrifice of stability and the many improvements which shipbuilding science can suggest, and which Sir Thomas Lipton's great wealth and sportsmanlike determination to disregard all consideration of expence, render practically possible. The yacht is being constructed in sections so that even the workmen engaged upon it have no knowledge of detail beyond that of the particular parts upon which they are severally engaged. Certain sections of the yacht, with regard to which special secrecy is desired, are hidden from the view, even of those who are permitted access to the works, by thick canvas screens, and the whole of that portion of Messrs. Thornycroft's yard in which the *Shamrock* is building is covered with a huge corrugated iron shed which effectually shuts off the prying observation of outsiders.

Moreover, lest possibly these elaborate precautions should be defeated, the premises are most zealously and carefully guarded by night and day and the expert services of Mr. J. G. Littlechild, late chief inspector of the Criminal Investigation Department, one of the most famous detectives Scotland Yard has ever produced, have been specially retained.

There is now every reason to suspect that the zealous care of the famous detective has not been expended in vain. For some days past a couple of suspicious-looking men have been manifesting an admirable but somewhat unreasonable enthusiasm for the delights of the river upon the upper portion of the boat-race course. They have been hiring row boats from the hards about Hammersmith, presumably to go for a pleasure row or to go fishing. Whatever their reason they have always kept to the immediate neighbourhood of Messrs. Thornycroft's yard, have kept very closely in shore, and have made all sorts of excuses to land at points commanding a view of the ironroofed structure in which the *Shamrock* is taking shape. Supposing that they had some dark scheme in hand it was not certain that the *Shamrock* was the subject of their observation, since at Messrs. Thornycroft's there are also being built two of the very newest designed torpedo-destroyers for the Government—the *Cygnet* and the *Cynthia* as well as several torpedo craft for the Japanese Government. In any case the greatest vigilance and the most elaborate precautions were necessary. At all events, just before four o'clock yesterday morning, when two young river enthusiasts put off from a Hammersmith hard in a skiff, which they had engaged overnight on a rather thin excuse of a fishing excursion, their departure was not unobserved. A handy little steam launch was lying with steam up in the shadow of Hammersmith Bridge, and as the skiff moved up the river the launch stealthily moved up also. The two fishermen in the skiff pulled up stream to a point just above Thornycroft's, where they pulled up under the Surrey shore on the opposite side to the shipbuilding yard and waited until the launch had passed them. When it has rounded the bend they made over for the Middlesex side, and in the grey half-light the skiff sneaked inshore at Thornycroft's and, passing under the shadow of the *Syret*, took the land just by the side of the *Shamrock's* slip.

One of the men landed and proceeded to fish. But although the boat was plentifully furnished with fishing tackle of the accustomed pattern, he seemed to prefer a snapshot camera as the most attractive bait for the kind of fish he was after. With this in his hand he moved up to the side of the *Shamrock's* corrugated iron screen. At this moment he had got as near to the *Shamrock* as it was desirable should be permitted, and Mr. Littlechild, accompanied by his chief assistant, ex-Inspector Smith, appeared from a convenient hiding-place and wanted explanations.

The young man who was ashore made for the boat, as if with the intention of escaping but he and his companion were surprised to find that the little launch which they had seen pass up-river was blocking their way. In these circumstances they endeavoured to give the required explanations. They meant no harm, they said, and as to the kodak, well, they always went fishing with a kodak.

Mr. Littlechild did not dispute their harmless intentions, but suggested to them that as they were on private property, where Government warships were building, it would be more satisfactory to them if they went along with him and gave fuller explanations at the Turnhamgreen Police-station. This they could not refuse, and to the police-station they went, where they gave their names and addresses. It was discovered that in addition to the kodak they had a supply of ground-bait of a very attractive character. There was in particular a set of skeleton yacht plans all ready marked at points where the dimensions were to be filled in. They had also certain measuring instruments.

All of these Mr. Littlechild, who is himself something of a fisherman. Readily recognised as excellent ground-bait—for gudgeon. And as a brother sportsman, he felt so anxious to make the further acquaintance of the fishermen that he invited them to remain in his company while he verified their names and addresses and communicated with his principal.

This was done, and after spending some hours at Turnham-green the two young fishermen were allowed to go. There was happily not the slightest doubt that, owing to Mr. Littlechild's prompt action, whatever their intentions may have been, their fishing excursion had been absolutely unproductive. And very cold and very crest-fallen they went sadly away. As mementoes of a pleasant rencontre Mr. Littlechild kept the films of the camera; the skeleton plan, and the other ground-bait.

Beyond these main facts the strictest secrecy is being maintained with regard to the affair. The names of the fishermen and their address were not communicated, and beyond the statement that the fullest inquiry would be made no information was to be obtained at Turnham. A *Daily Mail* representative learned, however, that two young men, believed to be the same, made persistent but futile endeavours to land upon Messrs. Thornycroft's premises on Boat Race day, under pretence of wanting to get a good view of the race. One of them on that occasion narrowly escaped a ducking at the hands of some of the shipwrights engaged upon the *Shamrock*.

It should be mentioned that on the part of Messrs. Thornycroft's workmen there is felt as much enthusiasm for the *Shamrock* as Sir Thomas Lipton himself could feel, and when the work is going on a prying stranger would be likely to have a very bad time. For six days in the week men are at work both day and night, and this fact makes the time at which yesterday's attempt was made the more significant. For in the very early hours of Sunday morning there are no men at work.

Although the names are being kept secret, the *Daily Mail* representative understands that both the young men are English. This fact, unpalatable as it is, happily disposes of one still more unpleasant explanation which might be suggested for an attempt to fathom the *Shamrock's* secret.

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HAILOONG,"

Captain Robson, will be despatched for the above Ports, TO-MORROW, the 28th instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 27th May, 1899. [709a

THE OSAKA SHOSEN KAISHA, LIMITED.

REGULAR WEEKLY SERVICE TO SWATOW, AMOY AND TAMSUI.

THE Steamship

"MAIZURU MARU,"

Captain S. Nagata, will be despatched for the above ports, TO-MORROW, the 28th instant, at Daylight.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 27th May, 1899. [689a

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR AMOY AND TAMSUI.

THE Company's Steamship

"FORMOSA,"

Captain Douglas, will be despatched for the above Ports, on MONDAY, the 29th instant, at 10 A.M.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 27th May, 1899. [710a

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"UNDAUNTED,"

will be despatched for the above port, on MONDAY, the 29th instant, at 5 P.M., instead of as previously advertised.

To be followed by the S.S. BENLOMOND," about 3rd June.

For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 26th May, 1899. [547a

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"HYSON,"

Captain E. Fly, will be despatched for the above Ports, on TUESDAY, the 30th instant, at Noon.

For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, 25th May, 1899. [708a

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG,"

Captain P. H. Rolfe, R.N.R., will be despatched as above on TUESDAY, the 30th instant, at Noon.

This Steamer has Superior Accommodation for First Class Passengers.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 25th May, 1899. [701a

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO YOKOHAMA, KOBE AND NAGASAKI.

(Passing through the INLAND SEA.)

THE Company's Steamship

"HOHENZOLLERN,"

Captain E. Woltersdorff, will leave for the above Ports, on or about WEDNESDAY, the 31st instant.

For futher Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, 26th May, 1899. [705a

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO SHANGHAI.

THE Company's Steamship

"SACHSEN,"

Captain F. Mentze due here with the outward German Mail about the 30th instant, will leave for the above place about 24 hours after arrival.

For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, 26th May, 1899. [705a

FOR NEW YORK VIA SUEZ CANAL.

THE British Steamship

"VORTIGERN,"

Captain Fairweather, will be despatched for the above port, on or about the 31st instant.

STEAMERS.	1899.
"MACDUFF"	About 15th June.
"AFRIDI"	" 30th June.
"BIRCHTOR"	" 7th July.
"MOGUL"	" 22nd July.
"GHAZEE"	" 5th Aug.
"COMMONWEALTH"	" 20th Aug.

For Freight, apply to
DODWELL & CO., LIMITED.
Agents.

Hongkong, 22nd May, 1899. [546a

Shipping.

STEAMERS.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"GLAUCUS,"

Captain Barwise, will be despatched as above on MONDAY, the 29th instant.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 25th May, 1899. [561a

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"INDRAPURA,"

Captain A. Norsfall, will be despatched as above on or about the 29th June.

For Freight, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 20th May, 1899. [686a

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

THE Company's Steamship

"NANCHANG,"

Captain Finlayson, will be despatched as above on THURSDAY, the 1st Juue.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 17th May, 1899. [671a

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"HECTOR,"

Captain Barr, will be despatched on FRIDAY, the 2nd June.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 17th May, 1899. [666a

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TAIYUAN,"

Captain Nelson, will be despatched as above on THURSDAY, the 15th June, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and *vice versâ*.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 26th May, 1899. [711a

Consignees.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

THE Company's Steamship

"INABA MARU,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, are being landed and placed at their risk into the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before NOON, TO-MORROW.

Goods not cleared by the 30th instant, will be subject to rent.

No Fire Insurance has been effected.

All ship-damaged packages must be left in the Godowns where they will be examined on MONDAY, the 29th instant, and FRIDAY, the 2nd June, both days, at 10 A.M.

All claims must reach the undersigned before the 2nd June, or they will not be recognised.

NIPPON YUSEN KAISHA.
Hongkong, 25th May, 1899. [703a

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"NUBIA,"

FROM LONDON, PORT SAID, SUEZ, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, *ex* S.S. *Himalaya & Arcadia*.
From Australia, *ex* S.S. *Australia*.
From Bombay, *ex* S.S. *Shannon*.

Optional goods will be landed here unless instructions are given to the contrary before 4 P.M. TO-DAY.

Goods not cleared by the 1st June, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE,
Superintendent.

Hongkong, 26th May, 1899. [5

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship "COPTIC."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

J. S. VAN BUREN,
Agent.

Hongkong, 26th May, 1899. [5

Consignees.

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "LENNOX," FROM PORTLAND, OR., YOKOHAMA, KOBE AND MOJI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees risk and expense.

DODWELL & CO., LIMITED.
Agents.

Hongkong, 23rd May, 1899. [1-w 4

Intimations.

LET 'EM ALL COME TO YEE CHUN'S STUDIO

at No. 50, QUEEN'S ROAD CENTRAL, where PHOTOGRAPHS and PORTRAITS on IVORY are executed at Moderate Prices.

Hongkong, 2nd May, 1899. [596a

A CURE FOR ASTHMA!!!
GRIMAULT'S
INDIAN CIGARETTES

Asthmatic people who suffer from Oppression in breathing, stifling sensations, Hoarseness, and Loss of voice, Nervous coughs, Laryngitis, Colds, with Wheezing, Bronchitis, Insomnia, Catarrhal affections, and difficulty in Expectoration, are promptly relieved by these Cigarettes.

G. GRIMAULT & CO., Paris, Sold by all Chemists.

GRIMAULT'S
Matico Capsules
AND INJECTION

Renowned Physicians prescribe Grimault's Matico as the most effective and at the same time the most inoffensive remedy in the treatment of Acute and Chronic Discharges. These Capsules, unlike Copaiba, have not the inconvenience of producing Nausea.

MATICO INJECTION is used in recent AND
MATICO CAPSULES in the more chronic cases

GRIMAULT & Co., Paris, Sold by all Chemists.

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Post Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1892. [493

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbours:—

GERARD C. TOBEY, American bark, J. F. Surtlef.—By Order.

QUEEN MARGARET, British ship, Fraser—Standard Oil Co.

The Share Market.

LATEST QUOTATIONS.

(May 27th.)

Banks.

Hongkong and Shanghai Banking Corporation —299 per cent. prem.

The Bank of China & Japan, Ld.—(Preference) nominal.

The Bank of China & Japan, Ld.—(Ordinary) £1 buyers.

The Bank of China & Japan, Ld.—(Deferred)—£5.5 buyers.

National Bank of China, Ld.—$22.
Do. Do. —$22.

Marine Insurances.

Union Insurance Society of Canton, Ld.—$230 buyers.

China Traders' Insurance Co., Limited—$62.

North China Insurance Co., Ld.—Tls. 180.

Yangtsze Insurance Assoc. Ld.—$114.

Canton Insurance Office, Ld.—$142½ sellers.

Straits Insurance Co., Ld.—$4½.

Fire Insurances.

Hongkong Fire Ins. Co., Ld.—$312½.

China Fire Ins. Co., Ld.—$83.

Shipping.

Hongkong, Canton, & Macao Steamboat Co., Limited—$29.

Indo-China Steam Navigation Company, Ld.—$69.

China and Manila S.S. Co., Ld.—$79.

Douglas Steamship Co., Ld.—$57 buyers.

China Mutual S. N. Co., Ld.—(Preference)—£9.10 buyers.

China Mutual S. N. Co., Ld.—(Ordinary)—£5.10 buyers.

China Mutual S. N. Co., Ld.—(Ordinary)—£3 buyers.

Star Ferry Co., Ld.—$13.

Refineries.

China Sugar Refining Co., Ld.—$174.

Luzon Sugar Refining Co., Ld.—$55.

Mining.

Punjom Mining Co., Ld.—$8.
Do. Preference Shares—$1.60.

Société Française des Charbonnages du Tonkin—$180.

Queen Mines, Limited—$0.55.

Jelebu Mining and Trading Co., Ld.—$10.

Raub Australian Gold Mining Co., Ld.—$60½.

Olivers Freehold Mines, Ld.—(A) $7.

Olivers Freehold Mines, Ld.—(B) $4.

Great Eastern and Caledonian Gold Mining Co., Ld.—$3.50.

Docks, Wharves and Godowns.

Hongkong & Whampoa Dock Co., Ld.—385 per cent. prem.

Hongkong and Kowloon Wharf and Godown Company, Limited—$86.

Wanchai Warehouse and Storage Co. Ld.—$41.

New Amoy Dock Co., Ld.—$152.

Lands, Hotels and Buildings.

China Provident Loan and Mortgage Co., Ld.—$6.75.

Hongkong Land Investment and Agency Co., Ld.—$83 buyers.

Kowloon Land and Building Co., Ltd.—$24 buyers.

West Point Building Co., Ld.—$20.

Hongkong Hotel Co., Ld.—$87 buyers.

Humphrey's Estate and Finance Co., Ld.—$10.

Miscellaneous.

Green Island Cement Co., Ld.—$241.

China-Borneo Co., Limited—In liquidation.

A. S. Watson & Co., Limited—$142.

Hongkong Electric Co., Limited—$114.

Hongkong and China Gas Co., Ld.—$126.

Hongkong Rope Manufacturing Co., Ld.—$170.

Geo. Fenwick & Co., Ld.—$37.

Hongkong Ice Co., Ld.—$112.

Hongkong High Level Tramways Co., Ld.—$142½.

Dairy Farm Co., Limited—$4.

Hongkong & China Bakery Co., Ld.—$33 sellers.

Campbell, Moore & Co., Ld.—$11.

Bell's Asbestos Eastern Agency, Limited—£1 nominal.

Bells Asbestos Eastern Agency, Ld.—$5.

Carmichael & Co., Limited.—$8.

Hongkong Cotton Spinning, Weaving and Dyeing Co., Ld.—$84.

Ewo Cotton Spinning & W. Co., Ld.—Tls. 70.

International Cotton M'fg. Co., Ld.—Tls. 70.

Laou-kung-mow Cotton Spinning & Weaving Co., Ld.—Tls. 70.

Soy Chee Cotton Spinning Co., Ld.—Tls. 350.

Yahloong Cotton Spinning Co., Ld.—Tls. 55.

Tebrau Planting Co., Ld.—$3 per share.

Tebrau Planting Co., Ld.—$5.

BENJAMIN, KELLY & POTTS (Share Brokers.)
Telegraph Address—"Rialto."

EXCHANGE.

Hongkong, 27th May.

ON LONDON, Telegraphic Transfer	1/11⅛
" Bank Bills, on demand	1/11 11/16
" Credits, 4 months' sight	2/0
" D'ments, 4 months'-sight	2/0⅛
ON BERLIN, (demand)	M.2.01½
ON PARIS, Bank Bills, on demand	2.48½
" Credits, 4 months' sight	2.52
ON NEW YORK, Bank Bills, on demand	48¼
" Credits, 30 days' sight	48⅛
ON BOMBAY Telegraphic Transfer	148
" On demand	148½
ON SHANGHAI, Telegraphic Transfer	72½
" Private, 30 days' sight	73
ON YOKOHAMA, T.T.	¼ per cent. prem.
Sovereigns, Bank's Buying Rate	$10.02
Gold Leaf 100 touch, per tael	52.75
Bar Silver	28 1/16
Dollars	⅛ per cent. prem.

OPIUM QUOTATIONS.

Hongkong, 27th May.

New Patna,	737½	per chest.
Old "	777½	"
New Benares,	727½	"
New Malwa, credit,	700	per picul.
(Allowance, taels 24/40.)		
Old Malwa, credit,	750/820.	"
Persian, paper	690/770	"

VISITORS AT THE HONGKONG HOTEL.

Mr. J. H. Aitken	Mr. J. Kirkwood
Mrs. John Angus	Mr. C. J. Kühn
Mr. G. Apcar	Mr. M. Lacson
Mr. B. J. Barlow	Miss Lago
Mr. C. L. Borrett	Mr. F. C. Laing
Mr. and Mrs. A. H. Bottenheim	Mr. Somerville Largo
	Mr. Leon A. Lévy
Capt. Burnie	Mr. L. Liebold
Mr. C. M. G. Burnie	Miss Lopez
Mr. W. L. Capps	Mrs. J. L. Mayers
Dr. F. W. Clark	Mr. J. Y. Mayston
Mr. C. Crane	Mr. H. A. Nicholson
Mr. J. Crevoux	Mr. A. C. Van Nierop
Miss Drum	Mrs. J. A. Norris
Mr. A. H. Ellis	Mr. W. Parfitt
Mr. W. Gater	Mrs. Parmenter
Mr. and Mrs. Gauld	Capt. Payne
Mrs. John Gibson	Mrs. Payne
Capt. Goddard	Mr. Ping
Major and Mrs. Griffin	Mr. A. Prain
Mr. J. H. Grimes	Mr. F. W. Prising
Mr. E. R. Hallifax	Mr. P. Regalado
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Mr. B. F. Hamersley	Mr. S. J. Robins
Mr. L. O. B. Harman	Mr. A. H. Rutherford
Mr. A. Hartah	Mr. M. Samuel
Mrs. Hillman	Mr. C. Savourst
Mr. E. H. Hinds	Mr. C. Sherington
Mr. E. C. Hochapfel	Mr. H. Simmins
Mr. T. Howard	Mr. Skinner
Mr. Wm. K. Hughes	Mrs. Sutcliffe
Mr. R. Fleming Johnston	Mr. W. P. Thomas
Mr. and Mrs. Joseph	Mr. L. C. Tuckerman
Mr. and Mrs. Judah	Mr. V. Uldall
Dr. H. Kempte	Mr. & Mrs. W. Whiley
Mr. and Mrs. Kiene	Miss Whiley
Mr. Kinghorn	Mrs. Bagnall Wild
Mr. Kirkpatrick	

VISITORS AT THE WINDSOR HOTEL.

Mr. J. M. Abad	Mr. F. Ewing
Mr. and Mrs. Bowden	Mr. Constantin Hansen
Mr. Ernest A. Browne	Mr. Morrison
Mrs. Campbell	Mr. M. Pardo
Mr. H. G. Davies	Capt. G. H. Pennefather.
Mr. Denmann	
Mr. E. Digby	Mr. Lislie Sadler
Mr. and Mrs. Elorriago	Mr. J. Stevenson Tod

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Dr. and Mrs. N. M. Beede	S. Mr. M. E. P. Frost
Mr. H. F. R. Brayne	Colonel E. H. Gorges
Lt. T. Brumby, U.S.N.	Mr. H. R. Hardcastle
Mr. G. H. Bryant	Lieut. R. P. Hobson, U.S.N.
Mr. P. Bure	Staff-Surgeon W. E. Home
Mr. G. J. Chapman	
Capt. and Mrs. A. C. Clarke, R.N.	Mrs. W. E. Home
	Mr. John D. Hutchison
Capt. van Corbach	Mr. H. W. Jeffries
Mr. G. H. Dann	Capt. F. Koford
Mr. and Mrs. W. H. T. Davis and child	Mr. J. E. Lee
	Mr. C. W. Longuet
Mr. A. L. Denison	Mrs. C. W. Longuet
Admiral G. Dewey, U.S.N.	Mr. R. Mitchell
	Mr. S. A. Olliver
Col. H. Elsdale	Mr. V. F. Page
Col. G. J. H. Evatt	Hon. H. E. Pollock
Comdr. Cresswell Eyres	Capt. H. V. Prynne
	Mr. F. Ryan
Mr. J. S. Ezekiel	Mr. A. Sinclair
Miss Ezekiel	Mr. A. G. Stokes
Mr. A. Forbes	Mr. G. H. Wheeler
Lt.-Col. A. R. Fraser	Mr. & Mrs. H. Wicking

CRAIGIEBURN.

Lieut. J. G. Armstrong, R.N.	Mr. T. A. Ross
	The Hon. and Mrs. J. T.
Mrs. Armstrong & son	Toohy
Lt.-Col. G. F. Browne	Miss Toohy
Mr. Alexander Donald	Mr. J. M. Toohy
Miss Egan	Mr. and Mrs. Reginald
Rev. F. Flynn, R.N.	Turner and family
Major M. M. Morris, R.A.	Mr. and Mrs. W. E. Turner,
Mrs. Morris	Consul Valpicelli
Hon. and Mrs. R. D. Ormsby	Mr. and Mrs. Whitlow
Miss Ormsby	Major and Mrs. Wight
Mr. A. Richardson	Mr. A. F. Williams

VESSELS IN PORT.

Steamers.

AIRLIE, British steamer, 2,560, C. Cockrick—21st May,—Sydney 29th April, Brisbane 1st May, Townsville 4th, Cairns 5th, Thursday Island 8th, and Port Darwin 12th, General.—Gibb, Livingston & Co.

BOOSTAD, Norwegian steamer, 1,079, Gullicksen, 25th, May,—New York, 24th March, Petroleum.—Standard Oil Co.

CHARTERHOUSE, British steamer, 1,278, H. J. Smith, 25th May,—Penang and Singapore 18th May, General.—David Sassoon, Sons & Co.

CHITTAGONG, British steamer, 1,241, C. R. Corfield, 25th May,—Saigon 21st May, Rice.—Dodwell & Co.

CONEMAUGH, American str., 1,823, Broomhead, 22nd May,—Manila 18th May, Ballast.—Order.

COPTIC, British steamer, 2,744, Inman Sealby, R.N.R., 26th May,—San Francisco 28th April, Honolulu 6th May, Yokohama 18th, Kobe 19th, Nagasaki 21st, and Woosung 23rd, Mails and General.—O. & O. S. S. Co.

DEUTEROS, German steamer, 1,001, E. Petersen, 25th May,—Saigon 21st May, Rice.—Siemssen & Co.

DON JUAN DE AUSTRIA, American steamer, Rowin, 20th Jan.,—Manila 16th January.

ETTRICKDALE, British steamer, 2,468, Stewart, 25th May,—Moji 20th May, Coals.—Dodwell & Co.

GODAVEREY, French steamer, 713, Orsim, 1st April,—Saigon 25th March, General.—Chinese.

HAILAN, French steamer, 377, W. Bast, 22nd May,—Hoihow 21st May, General.—A. R. Marty.

HAILOONG, British steamer, 783, A. J. Robson, 26th May,—Tamsui 23rd May, Amoy 24th, and Swatow 25th, General.—Douglas, Lapraik & Co.

HOHENZOLLERN, German steamer, 2,039, E. Woltersdorff, 22nd May,—Yokohama 12th May, Kobe 16th, and Nagasaki 18th, General.—Melchers & Co.

HOIHAO, French steamer, 509, J. C. Gerard, 25th May,—Pakhoi 22nd May, and Hoihow 24th, General.—A. R. Marty.

HONGKONG MARU, Japanese steamer, 3,385, W. E. Filmer, 18th April,—San Francisco 17th Mar., Honolulu 25th, Yokohama 12th April, and Kobe 13th, General.—J. S. Van Buren.

HYSON, British steamer, 2,779, D. Davies, 26th April,—Moji 22nd April, Coal.—Holiday, Wise & Co.

IDZUMI MARU, Japanese steamer, 2,375, M. J. Carnow, 20th May,—Seattle and Japan 10th April, Flour and General.—Nippon Yusen Kaisha.

KEONG WAI, British steamer, 1,115, R. Unsworth, 2nd May,—Bangkok 26th April, Rice and Timber.—Yuen Fat Hong

KUMSANG, British steamer, 2,075, Hay, 24th May,—Kuratsu 19th May, Coal.—Jardine, Matheson & Co.

LENNOX, British steamer, 2,301, J. E. Williamson, 23rd May,—Portland, Or. 23rd April, General.—Dodwell & Co.

MAIDZURU MARU, Japanese steamer, 667, S. Nagata, 25th May,—Swatow 24th May, General.—Mitsui Bussan Kaisha.

NUBIA, British steamer, 3,845, G. C. Henning, R.N.R., 26th May,—London 20th April, and Singapore 21st May, Mails and General.—P. & O. S. N. Co.

PHRA CHOM KLAO, British steamer, 1,011, Fowler, 9th May,—Bangkok 1st May, Rice.—Yuen Fat Hong.

RAGOVAR, Norwegian steamer, 1,220, Sendergman, 22nd May,—Saigon 17th May, Rice.—Order.

SIAM, British steamer, 992, F. J. Ferguson, 25th May,—Saigon 20th May, Rice.—Bradley & Co.

STOLBERG, German steamer, 1,633, H. Formos 21st May,—Saigon 18th May, Rice.—Siemssen & Co.

SUNGKIANG, British steamer, 994, C. B. N Dodd, 10th May,—Manila 7th May, General.—Butterfield & Swire.

TARTAR, British steamer, 2,768, H. Fybus, R.N.R., 22nd May,—Vancouver, B.C. 23rd April, General.—C. P. R. Co.

Sailing Vessels.

EVIE, J. RAY, American bark, 918, Kasten, 11th May,—Singapore 12th April, Timber.—Sander, Wieler & Co.

G. C. TOBEY, American bark, 1,390, J. F. Shurtlef, 4th May,—Tacoma 7th Nov., Timber.—Order.

HENRY FAILING, American ship, 1,850, Merreman, 23rd Mar.,—Tacoma 12th Jan., Timber.—Master.

KASCUISKO, British ship, 1,192, Lewies, 25th Jan.,—Newcastle 19th November, Coal.—Master.

QUEEN MARGARET, American ship, 1,999, Fraser, 5th Mar.,—New York 17th Sept., Kerosine Oil.—Standard Oil Co.

SACHEM, American bark, 1,267, W. S. Nickels, 19th May,—Shanghai 6th May, General.—Siemssen & Co.

WILLY KICKMERS, German 4-mast bark, 1,968, A. Wiechert, 12th May,—Cardiff 16th Dec., Coal.—Arnhold, Karberg & Co.

Post Office.

A Mail will close:—

For Canton—Per *Powan* to-morrow, the 28th instant, at 9 A.M.

For Kuchinotzu—Per *Ariake Maru* to-morrow, the 29th instant, at 9 A.M.

For Amoy and Tamsui—Per *Formosa* on Monday, the 29th instant, at 9 A.M.

For Singapore—Per *Glaucus* on Monday, the 29th instant, at 11 A.M.

For Nagasaki, Kobe and Yokohama—Per *Futami Maru* on Monday, the 29th instant, at 3 P.M.

For Swatow, Amoy and Foochow—Per *Thales* on Tuesday, the 30th instant, at 9 A.M.

For Manila—Per *Yuensang* on Tuesday, the 30th instant, at 11 A.M.

For Singapore, Penang and Calcutta—Per *Hyson* on Tuesday, the 30th inst., at 11 A.M.

For Shanghai—Per *Kiukiang* on Tuesday, the 30th instant, at 11 A.M.

For Kobe, Yokohama, Vancouver and Victoria—Per *Tartar* on Thursday, the 1st June, at 11 A.M.

For Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Coptic* on Tuesday, the 6th June, at 11 A.M.

For Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Empress of China* on Wednesday, the 7th June, at 10 A.M.

Furniture and Upholstery of every description. E. HEUBERT, FORBES STREET, Nos. 21 & 23, Queen's Road Central, the City of Opera House.